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The undersigned beg to inform their customers that they will, on the 10th APRIL, 1922, remove their business to the MORE COMMODIOUS PREMISES, at No. 16, DES VOEUX ROAD, CENTRAL. (Right next to Blue Bird Co.'s store) where they will display FRESH STOCK OF EMBROIDERIES, LACES and MANILA HATS, etc. etc.

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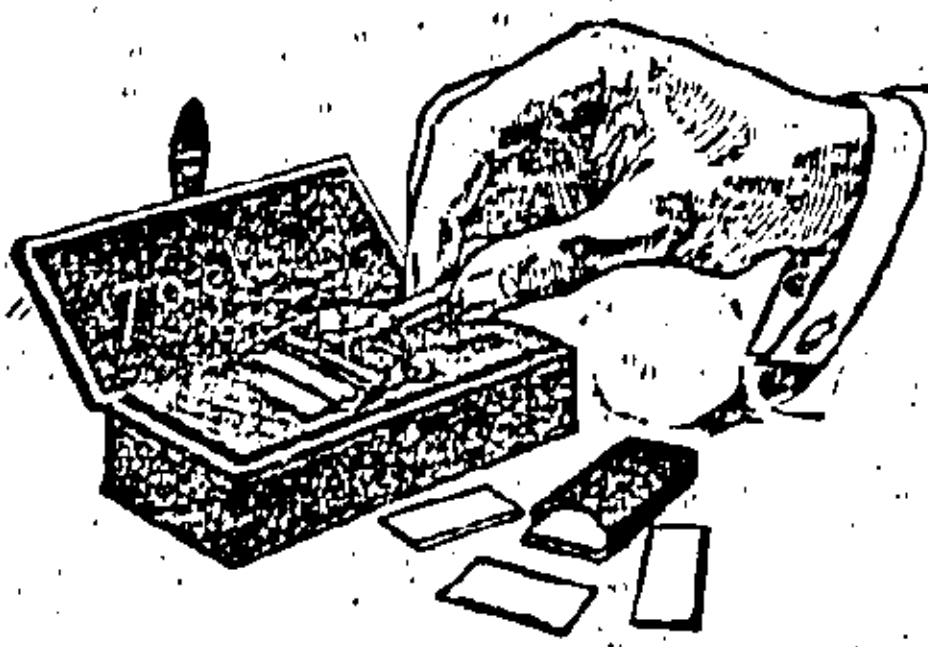
7 O'CLOCK SAFETY RAZOR

Usual Price

\$6.50

Special Price

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Usual Price

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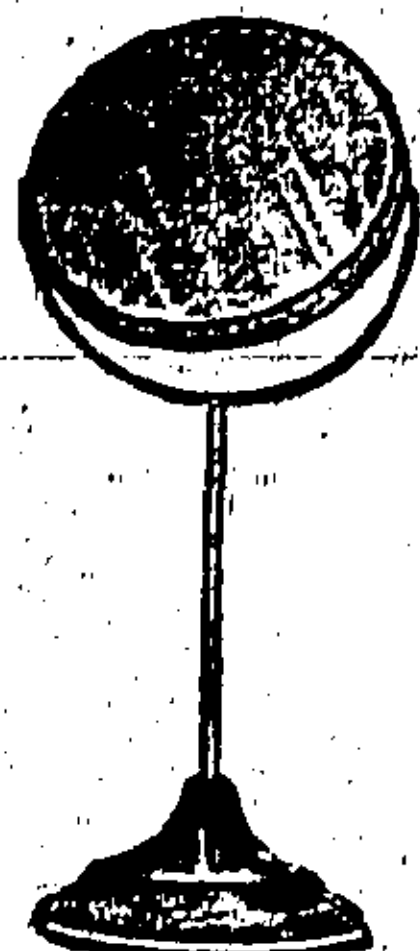
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The only Safety Razor selling Less than One Guinea that can be Stropped without removing the Blade.

7 O'Clock Safety Razor, Wallet Pocket Set

in Brown Leather, Flexible Strop Complete with six blades

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Yardleys Shaving Soap in Glass Bottle ... 40 cts.
Gillette's Shaving Stick ... 40 cts.
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WHITEAWAY LAIDLAW & CO., LTD.
HONGKONG.

"THE MUI-TAI" QUESTION.

HECKLING THE SECRETARY OF STATE.

The following extract from the *Hansard* report of the proceedings in the House of Commons, on February 14th is quoted for local record, though an abbreviated report of this discussion has already been given:—

Lord H. CAVENDISH-BENTINCK asked the Secretary of State for the Colonies whether the Governor and the Chief Justice of Hongkong repeatedly declared during 1880 and 1882 that the system of so-called adoption in Hongkong was, in fact, slavery; and whether, as a result of these representations, Lord Kimberley gave instructions for the holding of an inquiry and for the submission to him of a report upon the whole question; whether these instructions were carried out; and, if not, will he say why not?

Mr. CHURCHILL: It appears from the records that the opinion held by Sir John Smale, who 40 years ago was the Chief Justice in Hongkong during the period mentioned by the Noble Lord, was that this social custom of "mui-tai" constituted a form of slavery; the Governor, however, considered that such a term could hardly be applied in fairness to "mui-tai" in Hongkong, and further stated that after consulting the Attorney-General, Mr. O'Malley, he was clearly of opinion that there was nothing illegal in the ordinary mode of adoption of Chinese children in the Colony. Lord Kimberley requested the Governor to institute an inquiry into the facts of the system, but though no formal report from the Governor can be traced, the latter, with the approval of the Secretary of State, and with the assistance of many Chinese residents, took action where necessary to ameliorate the conditions under which the system operated and to prevent its abuse in practice.

Lord H. CAVENDISH-BENTINCK: Is the right hon. Gentleman aware that many of these slaves are even now resold for immoral purposes? Lieut. Colonel J. WARD: Does not the right hon. Gentleman think that, really, after all the time that has been given to this subject, it is overdue that we should abolish the right to buy and sell human beings in one of our Crown Colonies—never mind what for? The mere fact that they can be bought and sold for any purpose whatever is a disgrace to the British Empire.

Mr. CHURCHILL: I think it is a subject which might very well be debated on the Colonial Office Estimates.

Lord H. CAVENDISH-BENTINCK: Was it not fully debated on the last Colonial Office Vote, and was it not generally condemned? Lord H. CAVENDISH-BENTINCK asked the Secretary of State for the Colonies whether, in a document issued from his Department, the statement is made that almost every household in Hongkong that can afford to do so keeps a "mui-tai"; and whether this comprehensive statement includes the households of British officials? Mr. CHURCHILL: The statement in the document quoted is intended to relate only to the practice of an essentially Chinese custom in Chinese households in Hongkong.

Mr. CHARLES EDWARDS asked the Secretary of State for the Colonies whether there are any legislative limits to the ages at which girls in Hongkong may be transferred for a money payment from one person to another for domestic and other services?

Mr. CHURCHILL: No, sir; the whole system is not recognised by the law of the Colony and is, therefore, not regulated by legislation.

Lieut. Colonel J. WARD: Why do you not put it down? Mr. CHURCHILL: I think my hon. and gallant friend is quite entitled to raise this question, and when an opportunity occurs I shall be very glad to ascertain what the general sense of the House is upon it. I am anxious that hon. members should know what is the case for not violently overturning this custom which is universal throughout China.

Lieut. Colonel WARD: It was stated to the House only yesterday that this practice has been condemned. As it has been under the consideration of the Colonial Office since 1880, I should imagine that we are not really hurrying the matter.

Mr. CHURCHILL: It may sound very objectionable in principle, but I believe that in practice it is not so prejudicial.

Colonel WARD: Has the right hon. gentleman not seen the accounts in the papers of the cruelty upon these children as the result of this practice?

Mr. CHURCHILL: I shall be very glad if my hon. and gallant friend will send me any information he has upon this question.

Mr. T. GUFFIN asked the Secretary of State for the Colonies at what age "mui-tai" girls in Hongkong are liberated from obligations to serve the master or mistress who has obtained for a money payment the right to control their persons?

Mr. CHURCHILL: I am not aware that there is any fixed age at which these girls leave their adoptive parents, but I understand that the general practice is for them to do on marriage, which is in general arranged for them by their employers.

Mr. J. WILSON asked the Secretary of State for the Colonies if he has any information as to whether no money payment of any kind whatever is made to the "mui-tai" girls in Hongkong by their masters and mistresses, either by way of weekly wage or a periodical lump sum?

Mr. CHURCHILL: So far as I am aware, no such payments are made.

IRISH FREE STATE STAMPS.

Pending the introduction of the Irish Free State postage stamps for which designs have been sent in from Ireland, England, and the Continent, it is proposed to overstamp the present issues with the word (in Gaelic) "Irish Provisional Government." Stamps bearing this imprint will probably be issued within a week.

DONS CHINA QUINRENANCE SLAVERY?

THE SITUATION IN KWANGTUNG.

An "Up-Country" correspondent writing to the *N.C. Daily News*, says:—

Some time ago I noticed something in your paper which gave the information (I am quoting from memory) that the South Government had made slaves illegal, but I do not remember seeing what was meant by the phrase. I remember once within my 20 years (if not more than once) the same thing was published, but there was no lessening of the trade. In one of the latest editions of your paper to reach me, there was a sound note from Mr. Darroch as to the blessing of the Hongkong Government taking their cue from that of Canton. This is fine, but the writer of that note has had too much experience in inland China to take seriously the Canton proclamation. If we ever hear of the vile traffic being put a stop to in Kwangtung in reality, the Government of Hongkong will surely follow suit, and all of us who have had knowledge of how the thing is carried on will breathe a fervent prayer for the reformers with all our hearts.

This may strike some of those Southern propagandists as strange, but to get the right point of view they have only to come here and live amongst the people on the border of Kwangtung, as the present writer is now doing, and see or hear of the great amount of girls and even boys who are taken over the border yearly, and sold. Oh! it makes one's heart ache, and then propagandists proclaim that it is illegal in Kwangtung. From when, may I ask, and what steps have been taken to ensure that it is not a mere "Scrap of paper" only meant for propaganda. One would like to ask how many of the members of that Parliament are free from having slaves, called, it may be, by some other name, but slaves in reality, and sold when the master sees fit and when they will fetch the highest price; not in a public market, of course, but none the less sold; and still the vague answer is given in the British Parliament when questions are asked about the "mui-tai" system in that great Port.

THE RENDITION OF WEIHAWEI.

ISLAND RETAINED AS SANITARIUM. PROTECTION OF FOREIGN RIGHTS.

The Weihaiwei correspondent of the *N.C. Daily News*, cabling on March 21st, said:—

An official dispatch announces the restoration of full Chinese sovereignty over Weihaiwei. The island is to be retained as a summer sanitarium for the men-of-war.

The British Government proposes the appointment of an Anglo-Chinese Commission to make recommendations to the two Governments concerned with a view to safeguarding foreign rights and foreign representation in the municipal government of Weihaiwei, defining the status of the port and linking the port with the hinterland.

COMPANY REPORTS.

ORIENTAL COTTON SPINNING CO.

Mr. C. H. Arnould presiding at the annual meeting of the Oriental Cotton Spinning & Weaving Co., Ltd., at Shanghai, last month, said in the course of his speech:—

In reviewing the year 1921, we can again record a successful year's working, the result showing a balance at the credit of profit and loss account, including the carry forward from 1920, of Tls. 578,791.15. From this must be deducted the interim dividend absorbing Tls. 219,920, leaving for distribution to-day the amount of Tls. 358,871.15, which your directors recommend be allocated as follows:—

To pay a final dividend of Tls. 0.50 per share	109,960.00
To general managers' commission according to agreement	25,004.35
To carry forward to new account	223,906.80
Total	Tls. 358,871.15

AEROPLANES IN SHANGHAI.

CHINESE LEADERS' COMPETITION FOR THEIR POSSESSION.

A usually well-informed Chinese reader informs us (says the *N.C. Daily News*) that a struggle is now going on among certain Chinese military leaders for the possession of several aeroplanes, which are said to be stored in Shanghai.

The authorities in Fuhien, states our informant, recently sent a representative to Shanghai to purchase the machines from two foreign firms for Tls. 50,000. Now it appears that the Chekiang authorities have sent a representative to the same firms and made an offer to purchase the machines for Tls. 100,000 or more.

Regardless of who succeeds in securing possession of the machines, declares our informant, the purchase will only tend to add further to the sufferings of the Chinese.

Important recommendations are made in the report of Mr. Justice Kerridge's Committee on the detention in custody of prisoners committed for trial. Among the suggestions are: The power to commit to any assize, including the Central Criminal Court, the holding of more frequent assizes, and the granting of bail in every possible case where it can reasonably be done.

HONGKONG BOXING ASSOCIATION

NOVICES COMPETITION.

At the THEATRE ROYAL—THURSDAY and FRIDAY,

MARCH 30th and 31st, at 7 P.M., Preliminary Fights.

MATINEE SATURDAY, APRIL 1st, at 2.30 P.M., Last preliminary and Semi final.

SATURDAY, April 1st, at 9.15 P.M. sharp: Novices Finals.

15 Round Featherweight Championship.

TEDDY NEAL v. A. B. CHADWICK.

15 Round Middleweight Championship.

A. B. DUNCAN v. A. P. O. CALLAGHAN.

ADMISSION:

THURSDAY, FRIDAY and SATURDAY'S MATINEE, \$2, \$1 and 50 cents (no reserved seats) MEMBERS FREE.
SATURDAY NIGHT, \$5 & \$3 (reserved) and \$1.

Booking at MOUTRIES, MEMBERS, MONDAY, 27th March, GENERAL PUBLIC, TUESDAY, 28th March, when Tickets for THURSDAY and FRIDAY (unreserved) will also be sold.

NOTICES TO CONSIGNEES

S.S. "COMMISSAIRE RANET"

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from LONDON, ANTWERP, HAVRE, BORDEAUX, LA PALICE, etc., via "MEXIM" & S.S. "CHIEF MEXICAN" MAILBOAT, in connection with above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Bills of Lading will be countersigned by the Undersigned. Goods remained unclaimed after the 29th inst., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 1st April, or they will not be recognized.

All damaged packages will be examined by Messrs. Goddard & Douglas, on WEDNESDAY, the 29th inst., at 10 A.M.

No Fire Insurance has been effected.

B. RODENFUSSE, Acting Agent.
Hongkong, 23rd March, 1922. [656]

NIPPON YUSEN KAISHA

NOTICE TO CONSIGNEES.

FROM EUROPE & STRAITS.

THE Steamship

"BOSTON MARU"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before NOON, TO-DAY.

Goods not cleared by the 31st March, 1922, will be subject to rent.

Damaged packages must be left in the Godowns for examination by the Consignees and the Co.'s representatives at an appointed hour on TUESDAY and FRIDAY. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godown.

NIPPON YUSEN KAISHA, Agents.
Hongkong, 24th March, 1922. [71]

"GLEN" LINE LIMITED.

NOTICE TO CONSIGNEES

FROM UNITED KINGDOM, PORT SAID, COLOMBO AND STRAITS.

THE M.V. "GLENAPP"

having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 30th March, 1922, at 5 p.m. will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined in the presence of consignees by Messrs. Goddard & Douglas, on 30th March 1922, at 10 a.m. Claims against this steamer including those for cargo short delivered must be presented on the special form provided, and must also be submitted within 30 days of arrival, otherwise they will not be recognized.

No Fire Insurance will be effected by us in any case whatever.

Bills of Lading will be countersigned by JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 23rd March, 1922. [680]

JAVA PACIFIC LIJN

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO.

THE Steamship

S.S. "TJISALAK" & S.S. "TJIBODAS"

S.S. "TJIBODAS" having arrived from Shanghai with the cargo of S.S. "TJISALAK", consignees are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 21st Mar., 1922, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 20th March, 1922, at 10 A.M., by Messrs. Goddard & Douglas.

Claims against the steamer must be presented in writing within 10 days after arrival of steamer, otherwise they will not be recognized.

No Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by J. A. CHINA JAPAN LIJN, General Agents.

Hongkong, March 24th, 1922. [699]

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

EASTERN & AUSTRALIAN S.S. CO., LTD.

S.S. "EASTERN" FROM AUSTRALIAN PORTS.

CONSIGNEES of Cargo by above vessel are hereby informed that same will be returned from Japan by the S.S. "TAKADA" due here on the 30th instant and all goods will be landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained as the Goods are landed.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 24th March, 1922. [689]

VEREENIGDE NEDERLANDSCHE SCHEEPVAART-MAATSCHAPPIJ

(UNITED NETHERLANDS NAVIGATION CO.)

HOLLAND-OOST AZIE LIJN

(HOLLAND-EAST ASIA LINE)

NOTICE TO CONSIGNEES.

FROM AMSTERDAM, HAMBURG AND GENOA

THE S.S.

"TJIBODAS" & S.S. "TJIBODAS"

S.S. "TJIBODAS" having arrived from Shanghai with the Cargo of S.S. "TJIBODAS", Consignees are notified that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained.

Goods not cleared by the 1st March, 1922, will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined on the 30th March, 1922, at 10 A.M. by Messrs. Goddard & Douglas.

Claims against the Steamer must be presented in writing within 10 days after arrival, of steamer otherwise they will not be recognized.

No Fire Insurance will be effected by the undersigned in any case whatever.

Bills of Lading will be countersigned by J. A. CHINA JAPAN LIJN, General Agents.

Hongkong, 24th March, 1922. [695]

NOTICE TO CONSIGNEES

THE PENINSULAR & ORIENTAL STEAM NAVIGATION CO.'S STEAMER

"KALYAN"

ARRIVED HONGKONG ON 25th MARCH, 1922.

FROM ANTWERP, LONDON, PORT SAID, ADEEN, COLOMBO AND STRAITS.

CONSIGNEES of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves, delivery may be obtained as the Goods are landed.

This vessel brings on part of the cargo ex S.S. "Dunera" from BOMBAY, etc. which was landed at Singapore owing to the Strike.

Optional Goods will be landed here unless instructions have been given to the contrary six hours before arrival of the Steamer.

Goods not cleared within 8 days, including date of arrival, will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOUGLAS, at 10 A.M. on MONDAYS and TUESDAYS.

All Claims must be presented within ten days of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO., Agents.
Hongkong, 25th March, 1922. [703]

NOTICE TO CONSIGNEES

S.S. "PATHAN"

CONSIGNEES of Cargo from Antwerp & Liverpool per S.S. "PATHAN" are hereby notified that their cargo for Hongkong which was landed at Shanghai owing to the recent strike is coming forward per S.S. "BOLTON CASTLE" due to arrive here on or about the 1st April.

The cargo will be landed into the Godowns of the Hongkong and Kowloon Wharf & Godown Co. and Consignees are requested to make the necessary arrangements respecting delivery.

DODWELL & CO., LTD., Agents.
[706]

**MOTOR CAR ACCIDENT ON
PRATA EAST.****PASSENGER SHOT OUT OF A
RICKSHA.****DRAGON GARAGE CHAUFFEUR
PROSECUTED.**

The police prosecuted the chauffeur of No. 6 car, belonging to the Dragon Garage Company, before Mr. R. E. Lindell, at the Magistrate's, yesterday, for reckless and negligent driving, not sounding his horn and damaging a ricksha.

The defendant denied responsibility. Traffic Inspector Garrod said that at 12.30 a.m. on March 19th, car No. 6 was proceeding along Prata East in a westerly direction, near the No. 2 Police Station. Two rickshas were in front of it, containing European passengers, and the car successfully passed one of them, but "bashed" into the back of the other, throwing the passenger over the head of the coolie and in to the side channel. Both passenger and coolie were injured.

Mr. S. B. C. Ross said that at 12.30 a.m. on March 19th he was returning from Repulse Bay in a small Essex car, No. 46 belonging to the Dragon Garage. It had a left drive and he was sitting on the left seat, so he had a perfectly clear view to the right front. When between the new Fire Station and No. 2 Police Station he saw a motor-car coming towards him.

His car was on the left of the road, probably just over the left rail. The lights of the approaching car lit up a ricksha just in front. The motor-car appeared to him to be coming at a very excessive speed, "because," added Mr. Ross, "I shouted out to my wife, who was in the car with me, 'By Jove! there's bound to be a smash.' The ricksha appeared to me to be on the inner rail on its side of the road. I did not actually see the smash, but I heard it although the car is closed in and there is a certain amount of noise from the engine. I stopped the driver and hurried from the car, as I was expecting to find two dead people. I noticed that the ricksha was completely smashed up."

The Magistrate: Did you notice its position?

Mr. Ross: I did not. I saw the coolie lying in the gutter; I thought he was dead and ran to him at once. But I noticed that one of the wheels of the ricksha was mixed up with one of the wheels of the motor-car. A European, who seemed very excited, asked me if I had seen the accident. He said: "Whose fault was it?"

He asked me my name and I gave him my name and address. I said: "We must get this coolie up and take him to No. 2 Police Station." We put the man in a ricksha. He was dazed, but I came to the conclusion that he was not going to die. I think the European who was hurt, had already gone to the Police Station.

Asked as to the position of the car in the roadway, Mr. Ross said it was half way over the left tram rail; the car was partly over the west bound tram track. He did not really examine the position of the ricksha; he was more concerned with the coolie.

The Magistrate: Did your driver dim the headlights?

Mr. Ross: I think he did; he is a very careful driver.

Mr. Ross added: In my opinion, it was a most reckless driving down of the ricksha. "What I saw really did not give any opportunity of escape to the ricksha puller. That is really why I gave my name and address. It was simply gambling on the chance of the ricksha pulling out of his way. I did not hear a horn sounded."

The chauffeur asked no questions. Mr. F. P. Franklin said he was in a ricksha proceeding westwards. About 200 yards west of No. 2 Police Station "I was suddenly aware that I was in the glare of headlights from a car overtaking me."

The Magistrate: Can you say whereabouts, at that moment, your ricksha was?

Witness: About three or four feet from the kerb.

Right off the tram lines?—Yes.

Continuing, the witness said he looked round and saw a car rapidly overtaking him; it was then 15 or 20 yards away. It seemed to be making towards him as though it were pulling in towards the left side of the road. It seemed certain that an accident must happen at the place the car was going and that it must hit the ricksha. The car missed him by inches, however, and ran into the back of a ricksha in front of him.

The Magistrate: Whereabouts was that ricksha in the road?

Witness: I should say about three feet from the kerb, going straight ahead.

Then you think the car must have swerved from the centre of the road to the side, to hit the ricksha?—Yes, it seemed to be turning in from the centre to the side.

Was a horn sounded?—I do not recollect hearing one.

Inspector Garrod remarked that a police sergeant from Wanchai would give positions of the vehicles.

The Magistrate: Did he take measurements?

The Inspector: I don't know.

The Magistrate: He ought to have done, if he didn't.

The witness said the car was half way between the rear tram rail and the gutter at the time of the impact.

Mr. Wilson (for the Dragon Garage): I put it to you that the driver was sounding his horn continuously and the ricksha would not get off the tram lines.

Witness: I am quite certain that neither ricksha was on the tram lines. We came from the road, behind No. 2 Police Station and had no occasion to go on tram lines.

Mr. J. H. Gelling, who was the passenger knocked out of the ricksha, was the next witness. Before he began to tell his story the Magistrate asked, "In the distance from No. 2 Police Station did your ricksha go on the tram lines?"

The reply was, "No, it never went on the tram lines. The left wheel of the ricksha was within one yard of the gutter."

The witness continued: I heard the roar of a car which seemed to be going at a great pace. There was a glare of lights. I considered that the car was going at an excessive speed so I turned round to look. I noticed that it was going across the road at an angle and, just, barely, missed the ricksha coming behind me. The next thing, it collided with my ricksha and I was thrown out of the ricksha, over the coolie's head and fell heavily into the gutter.

The Magistrate: You are satisfied that, at that moment, your ricksha was not more than a yard from the gutter?

Witness: Quite right, sir.

How many times was the horn sounded?

—I did not hear it sounded.

Mr. Wilson: The witness states that the car left the tram lines to run into the side of the road. Did he see anything to cause the driver to do this?

Witness: Unless it was that he was going at an excessive speed and saw a car approaching in the opposite direction. That is all I can suggest.

The Magistrate: There was nothing on the tram lines to obstruct it?

Witness: Nothing.

The coolie in charge of the smashed ricksha said he did not go on the tram lines. He was three feet from the tram lines and "a cheung" from the gutter. "But I don't know much about measurements," added the witness.

The Magistrate: Did anything run into you?

—No," said the coolie, nonchalantly.

"Did anything run into your ricksha?"

The coolie waxed eloquent at once. Evidently his ricksha (which it was said, afterwards, cost him 50 cents a day) was dearer to him than life itself.

"Has compensation been paid to you?" asked the Magistrate.

"The driver offered me \$10 but I refused it."

"You wanted more?"

"I would like the amount to be settled by the Court."

"Very laudable."

"I have paid very heavy medical fees," added the coolie.

You engaged a specialist, eh?

It was stated that the damage to the ricksha was estimated at \$25, but the coolie had a further claim for the 50 cents a day hire money he had had to pay since the accident without being able to earn anything with the vehicle.

Police-Sergeant Stewart, A70, said he went to the scene of the accident after it occurred. The car was straight in the roadway and not oblique, "but," added the witness, "it was not then as it was at the time of the accident; it had been backed out."

The Magistrate: How do you know?

Witness: I was told so. He added "The ricksha was five yards from the kerb on the tram lines."

The Magistrate: Did you take measurements?

Witness: No, your Worship.

You should do so in a case of this sort. It is most important.

The witness said the right hand wheel of the ricksha was on the outside left rail of the tramway.

The Magistrate: If you ever get a case of this kind take measurements—not of the car in this case, of course, as you understood it had been moved.

At this point the Magistrate recalled Mr. Gelling and asked him: "You say you were thrown out of the ricksha. Can you tell me where you fell?"

Witness: Right into the gutter and slid down it just like going down a chute. Why I can remember it so clearly was that my hair seemed to touch the pillar as I slid along the gutter and I stopped in front of a pillar. I remember noticing the ricksha when I got out of the gutter. It was one to one-and-a-half yards from the gutter, then, and not on the tram lines.

Inspector Garrod said the road at this point was 54 to 56 feet broad, and the tramway took up 15 feet.

The Magistrate: So there is roughly 20 feet between the outer rail and the kerb on either side. (To Mr. Lauritsen): Are the Dragon entirely denying responsibility for this accident?

Mr. Lauritsen: Yes.

You don't intend to pay compensation to anybody if you can help? You consider the ricksha coolie was to blame, and no one else?

Mr. Lauritsen referred the Magistrate to Mr. Wilson as the person familiar with the case, and Mr. Wilson said that Mr. Ross and the Police Sergeant both said the ricksha was on the tram lines. The explanation of the passenger being in the gutter, Mr. Wilson suggested, was that the ricksha was carried along by the force of the impact. Mr. Ross said the car was half on and half off the tram lines, and this was corroborated by the Police Sergeant. "If this man was not on the tram lines he is the first ricksha coolie in Hongkong who does not go on the tram lines."

The Magistrate decided to put the case over for the attendance of the passenger in the ricksha concerned in the collision. An adjournment was ordered, pending the return of the ship of which the witness is captain.

**CORRESPONDENCE.
DOMESTIC AND SERVANTS
STRIKE PAY.****[TO THE EDITOR OF THE HONGKONG
DAILY PRESS.]**

Sir.—One might have expected the house servants, who ostensibly left work in order to support the high-toned principles avowed by their Guilds, to have the courage of their convictions and refuse to accept payment for the time they were absent.

The majority, however, frankly confess that they were scared out, principles apparently not counting much, and many now threaten further trouble unless they are paid for work they were afraid to do.

This may add to the gaiety of Nations but is rather a sorry exhibition of the Chinese character, which has hitherto held a high place amongst the peoples of the world, and it will be interesting to see whether the more intellectual clerks and mercantile assistants will accept payment for work not done.

The amount involved is not large; and probably most employers will readily pay but will feel that there is no justification for the demand, and therefore, those who accept payment will lose the esteem and confidence hitherto reposed in them.

My house servants volubly expressed their regrets when they left and assured me that they appreciated the fact that they had always been treated well, but there seemed to be a tendency to treachery when they returned, and one cannot help feeling that future relations can never be on the friendly footing that existed before the strike.

Personal relations have vanished, and any desire to reward exceptional merit must be tempered by the consideration of its effect on other peoples' servants and the reflection that they are loyal only to their Guilds and the doctrine that efficiency is worth no better reward than mediocrity.

The most practical solution of the differences of opinion with regard to wages would appear to be the payment of full wages for March—on 7th April, and a continuation of the practice of keeping seven days' wages in hand.—Yours truly,

**THE WAGES OF TALLY
CLERKS & LIGHTERMEN.
REQUEST FOR AN INCREASE.**

A meeting of certain members of the Hongkong General Chamber of Commerce who had received notices from the Tallyclerks' Association and from the General Union of Sailing Vessel Owners (Lightermen) took place, on Monday, at the Secretary's Office of the Hongkong General Chamber of Commerce to consider the request of Tallyclerks and Lightermen for advance in wages.

Only those immediately concerned were present at this meeting. Delegates from the Tallyclerks' and Lightermen's Associations did not attend, neither did representatives from the Chinese Chamber of Commerce.

The Hon. Mr. E. V. D. Parr and Mr. G. M. Dodwell were appointed the representatives of the Hongkong General Chamber of Commerce to meet the delegates from the two above-named Associations—if the Associations so desired—to discuss the points at issue, and the Chinese Chamber of Commerce, we understand, have also appointed two representatives, viz., Messrs. Chau Yue Tang and Ip Lan Chuen.

We gather that the tallyclerks are asking that their wages be raised to \$3.75 per day for chief tallyclerks and \$2.75 for ordinary tallymen. The demands of the lightermen are not stated, and it is understood that so far as the tallyclerks are concerned it is only the casual day men, about 300 in number—who are affected. Owing to the depressed state of trade they are, perhaps, only getting 10 days' employment in the month.

**THE RECENT STRIKE.
DR. SUN YAT SEN'S "POPULAR
PRINCIPLES."**

The following interesting wireless messages, apparently sent from Cavite, and circulated by the Asiatic News Agency, appeared in the Peking papers on March 16th:—

The Chinese seamen's strike in Hongkong is gradually abating. The Chinese communists at Canton have issued an appeal to the seamen and domestic servants to continue their fight against the vicious and merciless capitalists. Foreign as well as Chinese. This being the first Chinese communication or Bolshevik manifesto urging conflict of the classes of the Chinese people, there is no doubt that Bolshevik interests are at the back of the existing labour crisis in South China.

The withdrawal of the order by the Hongkong Government proclaiming the Chinese labour societies as illegal organizations has indirectly encouraged the domestic, and it is to be feared that organized labour troubles will occur in Hunan, Kwangsi, Yunnan, Kwangtung and Kweichow Provinces. If the strikers get what they demand this time, Dr. Sun Yat-sen regards the apparent success of the strike as the actual realization of one of his three popular principles, viz., Mingheng or People's existence, Minchun or People's (constitutional) authority and Minfa or People's law.

**MR. H. ORE'S SEVENTH
RECITAL.**

A steady downpour of rain on Monday evening failed to deter a large audience from hearing a programme of thoroughly modern music. Debussy never leaves any doubt as to the meaning of his compositions, their titles being definite to the point of realism. When he portrays a wind-swept plain (surely a sister piece of the exquisite "Jardins sous la pluie") we do not merely hear fine music suggestive of such a landscape, we actually hear the sighing of the wind. And, as Nature has many noises, many harsh discords, we must not complain if our impressionist occasionally jars the ear of *musica preterea*. But, of course, Debussy is less the Whistler of music than the Shepperton. He is most at home among the dolls and the golliwogs, the fairies and the leprechauns. It was, therefore, most suitable that we should hear the mock seriousness of "La fille aux cheveux de lin," the play of the satyrs round the temple of Anacardi, the dread gestures of the weird sisters as they circle round the Delphic tripod; and the phantom bells and choirs of the cathedral at the bottom of the sea.

Of the three Debussy songs which followed I feel less qualified to speak, except that they were admirably sung by Mrs. Bowes-Smith, and as admirably accompanied by her husband. The second of the three was an excellent example of how voice and piano can be combined in a genuine duet, instead of the voice being, as usually is, a mere solo. From the impressionism of Debussy we were hurled into the positive cubism of a certain Malipiero. In five movements of ordinary length there was hardly a bar that was not positively repellent. At a first hearing it sounded like the improvisation of a fairly clever but very drunk musician who had vowed that he would make Debussy sound classical by contrast. Mr. Ore did not appear to take this part of the programme seriously; and he showed his wisdom by not having the series of incredible discords of which the "gleams" were composed.

From Malipiero to Scriabin was like an escape from a mad-house into the fresh air, or rather like passing from the agony of a verticist into an exhibition of sane art. There is nothing for an artist to be ashamed of in having studied anatomy before he starts painting the human figure. Nor is there any good reason why a composer should disregard the canons of his art just because his predecessors obeyed them. The Scriabin Concerto (excellently accompanied by Mr. Bowes-Smith) made it clear that there is as good real music in the sea as ever came out of it. The second movement, a sublime air with four variations, was especially delightful: the first variation is one of those where the piano part ripples through the theme like a single golden thread in some rich tapestry; with the effect would be even more entrancing, but, even as it was, the construction was well brought out. The Finale was all that a finale should be, and gave full scope to Mr. Ore's virtuosity.

An encore of three Scriabin Etudes sent us all away with a pleasant taste in the mouth.

Musicus.

**A CHIEF OFFICER'S DEATH.
INQUEST AT SHANGHAI.**

Evidence of an unusual character was given at an inquest opened by Mr. G. W. King, H.M. Coroner, on Shanghai last week, concerning the death of James Alexander Sutherland, chief officer of the *Chuyang*, whose death occurred in the Mental Ward of the General Hospital.

Dr. Parsons, who was summoned to attend deceased on board the steamer on the afternoon of March 15th, stated he found that Sutherland was suffering from delusion. He had ideas that he was being persecuted and that he was being poisoned through corrosive sublimate. The patient was handed over to the charge of a witness and was removed to hospital, where he died as stated.

The inquest was adjourned.

**CHINA COAST OFFICERS'
GUILD.****INTERESTING CASE AT SHANGHAI.**

A case of peculiar interest to the shipping fraternity in Shanghai is to be heard at the International Mixed Court, at Shanghai.

The subject of the coming legal battle, says the *Shanghai Gazette*, will be about a branch of the Hongkong Arbitration Award (1920). The defendant in the case is the San Peh Steamship Navigation Company, and the plaintiff is the well-known China Coast Officers' Guild. Mr. K. E. Newman will represent the plaintiff, Mr. Kentwell will appear for the defendant. It appears that the China Coast Officers' Guild is applying for an injunction to restrain the San Peh Steamship Navigation Company from paying a lower scale of salaries than those awarded by the Hongkong Arbitration dated May 27th, 1920.

**SPORT.
TENNIS.**

An interesting tennis match has been arranged for this afternoon on the Hongkong Cricket Club ground, Mr. Kumagai, the famous Japanese player, will play Mr. Ng Sgo Kwong. The game starts at 2.30 p.m.

BILLIARDS.

Mr. A. Leach will play Mr. Lee Wing in to-morrow at 5.30 p.m. This match will complete the 4th round. The semi-finals in which L. A. Osmund plays the winner of the above match and P. Yanovich, O. Earnshaw will be played off on the 3rd and 5th of April in games of 760 up, commencing at 8 p.m. sharp.

PRESTIGE

Prestige cannot be created in a day; it is the result of years of effort to serve, to be fair, to be prompt, courteous and reliable, and to set a standard of excellence in all business dealings.

It is only by sparing no pain or effort to give our customers the highest possible measure of satisfaction throughout the past 72 years that we hold the position we do to-day.

LANE, CRAWFORD, LTD.

are now showing a large selection of

ENGLISH AND FRENCH**Cut-Glass Tableware**

Attractive Patterns in

CROWN CHINA**TEA SETS, BREAKFAST SETS,****EARLY MORNING SETS,****DESSERT SETS, BOWLS, DISHES, ETC****LANE, CRAWFORD, LTD.****FLAGS FOR
DECORATIONS****CONSULT****LANE, CRAWFORD, LTD.**

Tel. 1741.

HONGKONG.

20% DISCOUNT

OFF

DANCE**RECORDS**

AT

ANDERSON'S

(OPPOSITE CITY HALL)

Powell

TELEPHONE: 3148.

A Smart selection of

GENTLEMEN'S**GOLF HOSE**just unpacked. These are now on
show at our new premises at**No. 10, ICE HOUSE STREET.****Wm. POWELL, Ltd.** High-Class
Tailors and Outfitters.

NEW ADVERTISEMENTS

HONGKONG CRICKET CLUB.
LAWN TENNIS EXHIBITION MATCH
between
Messrs. KUMAGAKI & No. 2 K. WONG.

WEATHER & Ground permitting it is hoped to hold the above on the Stand Court at the Cricket Ground at 2.30 p.m. TO-DAY, WEDNESDAY, 29th MARCH. All interested in tennis are cordially invited to be present. [716]

NOTICE OF REMOVAL

GILMAN & CO., LTD.

ON and after 1st APRIL next, the registered office of the above named Company will be located at No. 4A, Des Vaux Road, Central (Hongkong Bank Building—3rd Floor). GILMAN & CO., LTD. [717]
Hongkong, 28th March, 1922.

NOTICE OF REMOVAL

LONGLEY & CO.

Coal Merchants, Ship Chandlers, Ship Comproducers & Stevedores.

WE have this day removed to our business premises to No. 15, 17, Yuen Street East opposite to To-To-Sin-Koon Des Vaux Road Central. Telephone No. 4134. KWOK HIN WANG, Manager. [719]

NOTICE OF REMOVAL

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

ON and after the 1st APRIL next, the Registered Office of the above-named Company will be located at No. 4A, Des Vaux Road Central, Hongkong, 4th Floor, (next door to the Hongkong and Shanghai Bank). By Order of the Board of Directors JOHN ARNOLD, Secretary. [718]
Hongkong, 28th March, 1922.

NOTICE

SPECIAL CONSTABULARY.

HAVING relinquished the appointment of Mr. F. C. JENKINS as Chief Constable, Mr. J. W. FRANKS, Deputy Chief Constable, is appointed to take charge of the Special Constabulary until further orders. All enquiries should be addressed to him. E. D. C. WOOLFE, Captain Superintendent of Police. [716]
Hongkong, March 28th, 1922.

OXFORD & CAMBRIDGE DINNER

AS Many Members of the above Universities are unable to be present on April 1st it has been decided to hold the DINNER on MONDAY APRIL 10th. Particulars will be sent to all who have sent in their names and to all who do so before APRIL 5th to J. E. WARNER, St. Stephens College. [721]

HONGKONG BENEVOLENT SOCIETY.

THE ANNUAL GENERAL MEETING of the Hongkong Benevolent Society will be held in the City Hall TO-DAY, WEDNESDAY, March 29th at 8 p.m.

K. E. A. CAVALIER, Hon. Secretary.

Hongkong, 18th March, 1922. [653]

IN THE SUPREME COURT OF HONGKONG.

PROBATE JURISDICTION.

ACTION No. 2 of 1920.

BETWEEN LAU TSE TSAU, LAU TANG SHI, LAU SHE SHI, LAU YIU SHI and LAU LI SHI, Plaintiffs and LAU SHIU CHUEN, Defendant.

By order of the Supreme Court of Hongkong and Under the direction of the Registrar, Supreme Court.

MESSRS. LAMMERT BROTHERS.

have received instructions to sell by PUBLIC AUCTION on WEDNESDAY, the 12th day of April, 1922, at 2 o'clock p.m.

All the right title and interest of the above-named defendant LAU SHIU CHUEN alias LAU WAI CHUN or (CHAN) of and in the following PROPERTIES situated in the Colony of Hongkong:

No. 402 & 404, Des Vaux Road West and Nos. 397A & 397B, Queen's Road, West, Victoria.

being Inland Lot No. 1743, No. 27, Bonham Strand, Victoria, being Sub-section 2 of Section B of Marine Lot No. 4.

The above first named property is sold subject to all existing mortgages and charges. Particulars and conditions of sale can be obtained from Messrs. DENNIS & BOWLEY, No. 6, Des Vaux Road Central, Hongkong, or from Messrs. LAMMERT BROTHERS, The Auctioneers. [720]
Hongkong, 28th March, 1922.

HONGKONG JOCKEY CLUB.

RACE MEETING in honour of H.R.H. THE PRINCE OF WALES, to be held at the Race Course Happy Valley on APRIL 7th. Race starts at 2.30 p.m. Admission to Jockey Club Enclosures: £1. Tickets are now on sale at Kelly & Walsh, Goldsmiths and Silversmiths in Uniform (each). Programmes \$1 ea. h. Ladies free. Members will receive their badges in a day or two. The proceeds will be donated to the proposed New Nursing Home. H. BIRKETT, Clerk of the Course. [644]

NEW ADVERTISEMENTS

PRINCE OF WALES' MEETING.

HANDICAP (ONCE ROUND).

"A" CLASS.

Sportsman Dahlia	180.
Scout Dahlia	180.
Hope Dahlia	180.
Misericordia Doleful	180.
Speckled Mouse	180.
Nasturtium	180.
(Late Reptile Bay Chief)	180.
Scampardale	180.
Pawshop	180.
Makana parrot	180.
Shining Star	180.
Flying Mouse	180.
Bolshoie	180.
The Duetist	180.
Sincerity Dahlia	180.
Killeggan	180.
(Late Jewel Dahlia)	180.
Toyshop	180.
Lighting	180.

HANDICAP (ONCE ROUND).

"B" CLASS.

Harry Up	180.
Kimsha	180.
Lenias	180.
Robbie Do	180.
West Star	180.
Killeggan	180.
North River	180.
Cassia River	180.
Jay Bird	180.
Cappin Tile	180.
(Late Gabriel Janks)	180.
The Don	180.
Cheran	180.
(Late Lowu Chief)	180.
Walshy	180.
Kangaroo	180.
Surprise	180.
Dalight Dahlia	180.
Killeggan	180.
Knockout Leg	180.
Floating Star	180.
(Late Flotism)	180.
Killeggan	180.
Ashes	180.

HANDICAP 1/2 MILE.

Mountain Bear	180.
Hongkong Chief	180.
Nasturtium	180.
(Late Reptile Bay Chief)	180.
Speckled Mouse	180.
Scout Dahlia	180.
Misericordia Doleful	180.
Hope Dahlia	180.
Scouted Star	180.
Pawshop	180.
Sportsman Dahlia	180.
Shining Star	180.
Wildfire Dahlia	180.
Mosaic Tile	180.
Flying Mouse	180.
Sincerity Dahlia	180.
Toyshop	180.
Harry Up	180.
Killeggan	180.
(Late Jewel Dahlia)	180.
Kimsha	180.
Robbie Do	180.
Killeggan	180.
Coniston	180.
Cappin Tile	180.
(Late Gabriel Janks)	180.

Hongkong, March 27th, 1922.

HAMBURG-AMERIKA LIFE.

THE Motor-ship

"MUNSTERLAND"

having arrived, consignees of cargo by her are hereby notified that all goods are being landed at their risk into the warehouses and/or extra hazardous goods of the Hongkong & Kowloon Wharf & Godown Co., Ltd., whence and from the wharves delivery can be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd April, 1922 will be subject to rent. All broken, chafed and damaged packages are to be left in the Godowns, when they will be surveyed by Messrs. Godard & Douglas at 2.30 p.m. on FRIDAY 3rd March, 1922. All Claims must reach us before the 10th April, 1922 or they will not be recognized. Bills of Lading will be countersigned by ARNOLD BROTHERS & CO., LTD., Agents. [714]
Hongkong, 27th March, 1922.

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE Forty-fourth Ordinary Annual Meeting of the Shareholders of the above Co. will be held at the Office of the General Agents, Pedder Street, on WEDNESDAY the 29th March at 11 a.m. for the purpose of receiving the Report & Statement of Accounts for year ending 31st December, 1921. The Transfer Books of the Company will be closed from the 16th to 25th March, both days inclusive. JARDINE MATHESON & CO., LTD., General Agents. [675]
Hongkong, 10th March, 1922.

HONGKONG FIRE INSURANCE CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FIFTY-THIRD ORDINARY GENERAL MEETING OF SHAREHOLDERS of the above Company will be held at the Office of the undersigned on FRIDAY, the 31st March, 1922, at Noon, for the purpose of receiving the Report of the General Manager, together with a Statement of Accounts for the year ended 31st December, 1921. THE SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 17th to 31st March, 1922, both days inclusive. JARDINE MATHESON & CO., LTD., General Managers. HONGKONG FIRE INSURANCE CO., LTD. [668]
Hongkong, March 12th, 1922.

INTIMATIONS

NOTICE.

WE have this day admitted Mr. CHARLES BERNARD BROWN, A.C.A. into partnership. LINSTEAD & DAVIS. [708]
Hongkong, 27th March, 1922.

NOTICE.

TO WHOM IT MAY CONCERN. BE it known that the Consular Tariff has been reformed from to-day's date, 4% ad valorem instead of 1 1/2%. O. D. CANSECO, Consul General for Peru. [708]
Hongkong, 27th March, 1922.

NOTICE.

SHAREHOLDERS in this Company are reminded that the calls and premiums due in respect of the new issue Shares must be paid on or before the 31st inst. THE DAIRY FARM, ICE & COLD STORAGE CO., LTD. [697]

GODDARD & DOUGLAS.

(Telephone 122).

MAKING SURVIVORS.

PANIC'S BUILDINGS.

NOTICE OF REMOVAL.

WE hereby give notice of our REMOVAL to new Offices on the 3rd Floor at No. 4A, Des Vaux Road, CENTRAL, on the 1st proximo. [690] GODDARD & DOUGLAS.

UNITED SERVICES RECREATION CLUB.

A DANCE will be held at the U.S.R.C. on SATURDAY, the 1st April, 1922, starting at 9.15 p.m. punctually. Arrangements at hotel. Kowloon, 27th March, 1922. [711]

THE HON. MR. E. H. SHARP, K.C., C.M.G.

DECEASED.

ANY person having any knowledge of the whereabouts of the will of the late Mr. E. H. SHARP, K.C., C.M.G. formerly of Hongkong is requested to communicate immediately with DEACON, LOOKER, DEACON & HARTSON, 1 Des Vaux Road, Central, Hongkong, 27th March, 1922. [712]

DEACON, LOOKER, DEACON & HARTSON.

1 Des Vaux Road, Central, Hongkong, 27th March, 1922.

BILLIARD.

PALACE HOTEL HANDICAP:

1st Prize	Gold Watch.
2nd	Silver Cup.
3rd	Billiard Cue.
Highest Break	Billiard Cue.
Entrance Fee \$300.	
Excludes on April 10th.	
Names to be sent (with Entrance Fees) to J. H. OXBERRY, Palace Hotel. [705] Hongkong, 27th March, 1922.	

NOTICE.

TO OFFICERS AND ENGINEERS OF THE BRITISH MERCANTILE MARINE.

IN accordance with the expressed wish of H.R.H. THE PRINCE OF WALES to meet all ex-service men, among whom he mentioned officers of the Mercantile Marine, His Excellency THE GOVERNOR has kindly extended to all certificated members of that service in ships using or passing through the grounds of Government House at 2.30 p.m. on the afternoon of APRIL 6th, when his Royal Highness looks forward to meeting them. In announcements of the above already issued, the final date of application for tickets of admission is stated to be March 26th. It has, however, been realized that if this date is strictly observed, the majority of officers likely to be in port on April 6th will be prevented from attending. Arrangements have, therefore, been made that officers should apply as soon as possible for cards of admission to the Rev. G. T. WALDEGRAVE, Seamen's Institute, Praya East (stating rank, ship, name of firm, and any war-service and decorations), the final date of application being kept as late as possible in order to obviate in some measure the difficulty above stated. [654]

NOTICE.

VISIT OF H.R.H. THE PRINCE OF WALES—ILLUMINATIONS.

LANTERNS & CANDLES.

THE LANTERNS AND CANDLES ordered by Mr. C. MONTAGUE EDE have arrived and Messrs. LANE, CRAWFORD, LTD. have kindly undertaken to arrange for the distribution of same. The notices recently issued by Messrs. WILLIAM POWELL, LTD. in view of the burning will be used as the depot for the issue of these lanterns and candles. Purchasers who have already placed orders are requested to send to this depot for their supplies. Further orders may be sent direct to Messrs. LANE, CRAWFORD, LTD. The depot will be opened on March 28th and remain open until April 6th, hours 9.30 to 12.30 and 2 to 5. [702]

GULIA-KALUMPONG RUBBER.

ESTATES, LTD.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the above Company will be held in LONDON on APRIL 6th. THE SHARE REGISTER will be CLOSED from March 24th to April 7th, both days inclusive. By Order, LOWE, BINGHAM & MATTHEWS, Colonial Registrar. [676]
Hongkong, March 22nd, 1922.

INTIMATION

BURNETT'S DRY GIN

BURNETT'S Gin was a household word in London before most of the men who fought in the big war were born — AND STILL IS!

SOLE IMPORTERS:

A. S. WATSON & CO., LTD.

Wine & Spirit Merchants.

TELEPHONE 16.

BIRTHS.

MUSITANO.—On March 28th, at the French Convent Hospital, to Mr. and Mrs. G. A. MUSITANO, a son. [713]
POCHERRA.—At Shanghai, on March 23rd, to Capt. and Mrs. U. V. POCHEKRA, a son. [713]
SMITH.—At Shanghai, on March 23rd, to Mr. and Mrs. P. L. SMITH, a son.

DEATHS.

JOHN.—At Shanghai, on March 23rd, M. F. S. JOHN, aged 60 years. [713]
TOMPKINS.—At Shanghai, on March 23rd, EPHRAIM TOMPKINS, later Inspector P.W.D., aged 52 years.

HONGKONG OFFICE: 10A, Des Vaux Rd., C. LONDON OFFICE: 121, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 29th 1922.

"DANGEROUS THOUGHTS" IN JAPAN.

The Japanese authorities continue to be perplexed by the crowd of "dangerous thoughts" that will keep on percolating into Japan, in spite of all the endeavours that are made to keep the people in a state of blissful ignorance. Like Mrs. PARTINGTON, they continue mopping back the sea, quite convinced that their efforts are in the interests of the country, and quite unconscious that while they are busy on one side the waters are breaking in on another. Russians who show any symptoms of being troubled by political thoughts of the Bolshevik order are quickly deported. Japan, however, produces her own Socialists, though no doubt under foreign incitement, but the life of an avowed Socialist in Japan is not a happy one, for those who openly proclaim their beliefs in this direction invite thereby an espionage by the police authorities which amounts to a form of torture. Still worse is it with the Communists. Indeed, Communism is classed with Bolshevism as intolerable, and therefore the Communists prudently class themselves as Socialists, who are barely tolerated. The frantic struggles of the authorities to keep such ideas out of the country have hitherto been confined to propaganda in Japanese, but lately there has been a sort of censorship exercised over foreign literature. As English is a language which is assiduously cultivated in Japan, students who were debauched from absorbing dangerous thoughts in their own language turned to works in the English language, which were freely obtainable in the country. This was tolerated for a good many years, perhaps with the idea that those who had the intellectual capacity to understand English were above all pernicious influences. This idea must

now have been rejected, however, for the authorities of late have shown as much anxiety over the tendencies of works in foreign languages as they have in the past over works in Japanese. An instance of this is to be found in the suppression of a recent issue of the *Japan Chronicle*, in which the first of a series of articles on the history of Communism appeared. The article was purely academic, and could in no way be considered as propaganda, but the subject was enough to set the authorities' teeth on edge, and the question of historical research was thrown to the wind. Works dealing with Bolshevism, Communism, etc., are now liable to seizure by the authorities on entering the country, no matter from what standpoint the subject is approached, but still many do go in undetected and are all the more valued and read because of the official ban.

Now a new law is being considered to check the "dangerous thoughts"—a very wide and comprehensive law, calculated to cover a multitude of sins. In fact, it might be stretched to cover all persons who showed themselves opposed to the policy of the Government. It enacts that all persons "propagating, or attempting to propagate, matters disturbing the national constitution in connection with Anarchism, Communism, etc., shall be liable to penal servitude or imprisonment for a term not exceeding seven years." The delightful vagueness of the "etc." would appear to open up great possibilities. What exactly are the activities that would disturb the national constitution? Does the "etc." include Socialism? It might even be stretched to include Christianity, for certainly Christianity cannot admit the divine origin of the Imperial line, which is supposed to be the basis on which the constitution of the country rests. These questions have been seriously troubling the Japanese Press, which has shown itself strongly opposed to the enactment of the measure. It is pointed out that the measure would put an end to all research if it were enforced to the letter, and might even be used to hinder progress altogether. In fact, it puts far too wide a power in the hands of the authorities, who are naturally solely interested in upholding the present conditions. The opposition to the measure finally grew so keen that the authorities felt called upon to give an explanation which would in some way modify its terms. This explanation was put into the mouth of the Vice-Minister of Justice, and consisted mainly of a statement that punishment would only be inflicted under the Act when constitutional government is endangered. Mere discussion of the doctrines of Bolshevism, Communism, etc., in public or in pamphlets would not be considered objectionable unless it was proved to be with the object of inducing others to believe in the ideas. From the statement of the Vice-Minister of Justice, Socialism will only be regarded as objectionable under the proposed Act when it denies the private ownership of property, in fact where it approaches to Communism.

This distinction is rather a humorous one, because the authorities have for years been encroaching on private property in the interests of revenue. Thus the State has absorbed the private railways, the tobacco business, the camphor industry, the salt trade, and has long had its eye on sugar and oil. Further, it has encouraged the municipalisation of enterprises of a local nature, so that there is hardly a city in Japan which does not own its own electric plant for lighting and motor power. Thus the suggestion that there is something wicked in denying the private ownership of property scarcely comes with good grace from a Government which has absorbed so much private property and has in view the absorption of more. However, the measure will probably be passed, even if in a modified form. The Government has an obedient backing in the Diet, and any call to patriotism of this kind meets with a ready response.

A new chaplain—the Rev. T. W. Hall—is coming out to Shanghai for the Mission to Seamen. A report from a reliable source, says an Ichang telegram, states that Captain Hudson and friend have been kidnapped from the steamer *Hongfok*. Dr. George Michaelis, late Chancellor of Germany, is coming to China to represent the German Christian Student Alliance at the World's Student Christian Federation which is holding a conference at the Tsinghua College, Peking, from April 9th.

Tientsin was recently the centre of a dust storm. It is stated to have had the appearance of a yellow cloud, which gave the town a ghastly appearance.

Members of the Oxford and Cambridge Universities will observe among to-day's advertisements that the annual dinner has been postponed until Monday, April 10th.

A meeting of the Legislative Council is called for to-morrow when the second reading of the Hongkong and Shanghai Bank Bill will be moved by the Hon. Mr. PARR.

Surgeon-Commander Joy, R.N., who has been with the Yangtze gunboats for the past two years, and Mr. R. R. Roxburgh, Messrs. Thornycroft's representative in China, left Shanghai for home by the *Empress of Asia*.

Answering an invitation from the President of the Hongkong University, Mr. Fung Yi-fong, Vice-Director of the Bureau for Foreign Affairs, at Canton, will be sent by Governor Chen Chung-ming to attend the ceremony of the laying of corner stone of the St. Stephen's Girl School, which will take place on April 7th at the Prince of Wales Pavilion of the Hongkong University.

The Peking headquarters of Dr. Roy Chapman Andrews and the Third Asiatic Expedition have been received an abundant and valuable collection of fossil specimens secured by excavations conducted by Dr. Walter Granger, paleontologist of the New York Museum of Natural History. During the past six months, Dr. Granger has been directing excavations in Upper Yangtze districts in the vicinity of Wanhien.

Under instructions from the War Office, the supply of frozen mutton as part of the ration for European Troops is to cease as early as practicable. It is announced in yesterday's Command Orders that the supply of frozen mutton at this station will cease therefore with effect from the 1st May, 1922, inclusive. From and after that date meat will be issued as follows:—Fresh beef on six days a week, preserved meat on one day a week.

Among those passing through on the P. & O. s.s. *Deenah* from Japan, are Capt. Marriot, the retiring British Naval Attaché to Tokyo, who is accompanied by Mrs. Marriot. On the same boat is also travelling the Rev. L. B. Cholmondeley, who for long has been Chaplain to the British Embassy in Tokyo. Mr. Cholmondeley is a very old resident of Japan, having arrived there in 1887. He is now going to England to spend a well-earned retirement.

Some 200 wharf coolies employed by Messrs. Butterfield & Swire at Shanghai, are demanding an increase in wages, owing to the increase in the cost of rice. The Chinese newspapers print a petition which the coolies have presented, pointing out that increases have been granted to their coolies by Ewo, the China Merchants, and Kaiping, and concluding: "We are obliged therefore to appeal to you with tears, and hope you will take pity on our poor circumstances and increase our wages."

The *Canton Times* says: "The strike of the rice shipping association has not yet been settled as the attitude of the two parties is running to extremes. Although the matter has been referred to the Association of Chambers of Commerce for settlement, no satisfactory result has been reached yet. It is reported that the strike will now be dealt with by the Government, and from four to six representatives from the rice merchants and the rice shipping association will be sent to attend the meeting upon which the strike is expected to be settled amicably."

THE SHATIN SHOOTING.

THE GOVERNMENT'S COMPASSIONATE GRANT.

We are officially informed that the Government is making a compassionate grant of \$1,000 to the dependents of each of those killed (4 in number) at Shatin. It has under consideration the making of a suitable grant to the persons who were in any way disabled on the occasion.

TYPHOON WARNING.

The following telegram has been received by the American Consulate General, Hongkong, from the Manila Observatory:—
Cyclone or typhoon W. of Balintang Channel, moving W. on W.N.W. March 29th, noon.

CABLES.

LATEST CABLES.
[THROUGH REUTER'S AGENCY.]

PRINCE IN MALAYA.

A VISIT TO KUALA LUMPUR.

Port Swettenham, March 28th.

The Prince of Wales arrived at Port Swettenham to-day at 1.30 p.m., the *Renown* anchoring off Deepwater Point. The High Commissioner, with two Malay aides, came aboard, shortly after which the Prince landed. He inspected a guard of Malayan Volunteer Infantry. The High Commissioner presented the Sultans of Perak, Selangor and Pahang and Yang Di Pertuan Besar who in turn presented other high personages of the Malay Federated States. The Prince then motored with the Sultan of Perak through about twenty miles of beautiful country to Kuala Lumpur, arriving at Government House at six o'clock. After dinner he proceeded to the Selangor Club, witnessing from the balcony a Chinese torchlight procession and subsequently attending a dance which the Club gave to the officers of the *Renown*.

PACIFIC PACTS.

VERY LITTLE OPPOSITION
MANIFESTED.

London, March 28th.

Washington despatches show that the main interest in the Senate's ratification of the Pacific Treaty lies in the demonstration of America's continued treaty-making power despite constitutional obstacles. Regarding the treaty itself neither in the press nor elsewhere is opposition manifested except as regards details, many holding that China should have been included and provision made to include Russia later. Otherwise there is general agreement that the treaty is a big improvement compared with the Anglo-Japanese Alliance.

Reservations of the Treaties will certainly be forthcoming in Paris, both in the Chamber and Senate, but the prospect of serious opposition is negligible.

THE SUPPLEMENTARY TREATY RATIFIED.

Washington, March 28th.

The Senate unanimously ratified the Supplementary Pacific Treaty excluding the mainland of Japan from the scope of the Pacific Treaty.

U.S. TEXTILE STRIKE
SPREADS.

Lawrence, Massachusetts, March 28th.

The textile strike has extended. Several thousand of additional workers are affected.

BARLIER CABLES.

IRISH SITUATION.

REPUBLICANS FIGHT THE FREE STATE.

London, March 27th.

The first fight between Free State and Republican forces is reported from Newtown Cunningham in Donegal.

The Republicans arrived at the village in motors at midnight on Saturday. They commanded the house overlooking the police barracks which the Free State forces recently occupied and opened a heavy fire. The Free State men replied. After a fusillade lasting three hours the Republicans, of whom a number were wounded, withdrew, leaving six prisoners.

GENOA CONFERENCE.

London, March 27th.

Mr. Lloyd George conferred in London with Signor Schanzer, the Italian Foreign Minister, with regard to the Genoa conference.

IRISH TREATY BILL.

PASSED BY THE HOUSE OF LORDS.

London, March 27th.

The House of Lords passed the third reading of the Irish treaty bill without division.

PRIME MINISTER BETTER.

London, March 27th.

Mr. Lloyd George has returned to London.

LATEST CABLES.

GREEKS AND TURKS.

FURTHER DETAILS OF CONFERENCE
DECISIONS.

Paris, March 28th.

The full text of the Next Eastern Conference decisions shows that Turkey will be readmitted to the Asiatic shore of the Dardanelles with a broad demilitarized zone. Gallipoli which is also demilitarized, will be occupied by an Allied force to safeguard the entrance to the Straits. Allied military experts recommended a European frontier giving Rodosto to the Turks and Babaske and Kinklikli to the Greeks.

The Ministers offer to establish in Constantinople within three months of the enforcement of the Peace Treaty a commission composed of Britain, France, Italy, Japan and Turkey to prepare proposals for revision of the capitulatory system.

BARLIER CABLES.

GALLIOLI AND ADRIANOPLE FOR GREECE.

Paris, March 27th.

The proposals of the Allied Ministers for an armistice in Asia Minor were submitted to the parties concerned who were invited to send within three weeks representatives to a town to be decided upon.

A French semi-official statement shows that Gallipoli and Adrianople are left to Greece.

FRENCH NEWS.

London, March 27th.

Following last night's conference between M. Poincare, Lord Curzon and Signor Schanzer, and according to latest news from Greek sources the chances of prompt and satisfactory settlement of the Turkish and Greek conflict appear to be very good. According to an official scheme Constantinople, Anatolia and a part of Eastern Thrace are to remain under the Sultan's sovereignty. The Sultan is also to retain full religious authority as Khalifa. The Dardanelles are to pass under international control. Provision is made for the protection of ethnic minorities in Turkish dominions.

PORTE'S ATTITUDE.

Constantinople, March 27th.

The Porte replying to the Allied proposals amply points out that, as the question does not concern its jurisdiction, it has forwarded a copy of the note to Ankara in conformity with the wish expressed by the Allies. The Porte also points out that evacuation of Thrace, including Adrianople, is not mentioned.

FAR EASTERN CABLE
NEWS.

[THROUGH REUTER'S AGENCY.]

DR. KOO MAY NOT RETURN TO LONDON.

London, March 28th.

Rumour is active regarding the possibility of Dr. Koo not returning to London as Minister when he goes to Peking shortly. Mr. Chu Sin Han's name is mentioned in the matter, probably on account of his social popularity as *charge d'affaires*, whose witty and patriotic speeches have been a feature in London during the past few months.

SETTLEMENT OF LOANS.

London, March 28th.

Referring to a report from Peking that the Chinese Government is meeting the interest on the Vickers aviation loan with funds which otherwise would be devoted to the development of the air service, the *Times* city editor again raises the question of Chinese unsecured loans and hopes that efforts will be made to obtain a settlement for the Vickers and Marconi loans on lines similar to last year's loan from Sino-Japanese so as to charge on customs.

BOLSHEVIST PROPAGANDA
IN CHINA.

A DASTARDLY TRICK.

Reports having reached the local agents of the British and Foreign Bible Society in Paoching, that copies of the gospels, printed and distributed by that organization were being tampered with and that communistic literature was being stitched into the books, received by that Society from Shanghai, Mr. J. J. Troop immediately visited Paoching to investigate the report on the spot says the *Shanghai Mercury*.

As a result of his inquiries and from the examples shown him, he found that the gospels had been untouched and a pamphlet of the same size and printed in similar type as the gospel had been introduced. It is not known how many copies have been tampered with, but all of them were sent through the post and were unfortunately not examined. It has also been ascertained that this insertion of Bolshevist literature has not been confined to the books of the gospels alone, but to other Christian publications and this fact should be given as much publicity as possible, so that missionaries in the interior may be on the look-out for similar instances of this work by communistic agents and the source may be discovered.

PEAK RESIDENTS' ASSOCIATION FORMED.

SERVANTS' WAGES DURING
STRIKE DISCUSSED.

A largely attended meeting of Peak residents was held at the Peak Club, last night, under the chairmanship of Mr. Justice Gompertz, when it was decided to form a Peak Residents' Association and the following officers were elected:—Chairman, Mr. V. M. Grayburn; Vice-Chairman, Mr. W. E. L. Shenton; hon. sec. and treasurer, Mr. E. R. O. Hornell; committee, Mr. F. A. Mackintosh, Mr. M. E. V. Airey, H. B. L. Dowling, W. C. Shiner, F. C. Hall, F. W. James, Mrs. A. Mackenzie and Mrs. E. V. D. Parr.

An interesting discussion took place on the question of domestic servants' wages during the strike. The Provisional Committee which had called the meeting recommended that the matter of servants' wages be left for individual treatment, and an amendment was moved by the Hon. Mr. Pollock, seconded by Mr. G. M. Dodwell, "that servants be not paid during the time they were doing no work." After a long discussion, the amendment was lost by a large majority and the recommendation of the provisional committee was carried with only seven or eight dissentients.

The report of the discussion will appear in our next issue.

Mr. G. T. Edkins mentioned that it was understood the Government were favourably disposed towards granting a lease to the Dairy Farm for a store with refrigerating plant at the Peak, so that residents would be able to obtain supplies on the spot. The Hongkong Hotel had already made arrangements for a refrigerating plant at the Peak Hotel, and to convert a large basement room at the Hotel into a store to supply Peak housekeepers' requirements.

PUBLIC IMPROVEMENTS AT
CANTON.HOW THE CONSTRUCTION OF
"MALOOS" IS FINANCED.

Appropos of the discussion on the Crown Lands Resumption Amendment Bill at last week's meeting of the Hongkong Legislative Council, and the reference made by H.E. the Governor to the construction of the new maloo at Canton, the following extracts from yesterday's *Canton Times* are interesting:—

THE SHAKKE MALOO.

The Public Works Department is of the opinion that the maloo from Shaker to Wengshan should be constructed without delay. Instructions have already been given by the Department to the merchants of Shaker ordering them to demolish their buildings, according to the Department's plan, in order to give room for the proposed maloo. The merchants claim that they will suffer heavy losses should the order be carried out, and they appealed to the officers to fill the canal border on Shaker, to save the shops. The appeal was addressed through the office for Foreign Affairs to the British and French Consulates General, in Shamen soliciting their view points on the question.

TO CONSTRUCT MALOOS IN TUNGSHAN.

A resolution was passed in the last Municipal Executive Council meeting concerning the construction of maloo in the residential district of Tungshan. Mr. T. K. Ching, Commissioner of the Department of Public Works, suggested that the construction of the new maloo in Tungshan should be started immediately. A statement of the cost of construction was handed over by him to the meeting for approval. He suggested that the amount, which is estimated at \$800,000, should be raised by means of imposing taxes on land and buildings. Tungshan has now about 24,000 *chungs* of land. If on each *chung* of land \$1.50 is levied it will bring in a sum of \$36,000; while by the building tax, the Department expects to collect \$10,900. Since there are about 274 houses in Tungshan and their total value is estimated to aggregate \$848,000, and a sum of twenty dollars is to be levied on every thousand dollars of the house value, the sum estimated will meet the figures of the building tax as stated by the Department. Any deficits will be borne by the Municipality.

FINDING MONEY FOR
MILITARY EXPENSES.NEW TAXES ON COMMERCE AT
WUCHANG.

An *Asiatic News Agency* message from Wuchang says:—

Owing to his inability to find money for military expenses, Mr. Wei Lien-min, Financial Commissioner of Hupei, has been removed from his post by order of General Yu. Fei-lin. General Yu and General Hsiao are so pressed for money that they have ordered the new Financial Commissioner to levy taxes on the capitalists of the various grades of commerce (*tie*) in Wuchang, Hanyang and Hankow immediately. The new taxes will be levied in accordance with the respective capitals of the firms. But on account of the hard times, all the Chinese firms are opposing this new tax, threatening to shut up their doors if the proposal becomes a fact.

With reference to the additional salt tax, General Yu has informed Peking that he cannot cancel it unless the amount he requires is forthcoming from other sources.

WATER CARRIAGE SYSTEM.

PERENNIAL DISCUSSION AT THE
SANITARY BOARD.

The water carriage system again loomed large at the meeting of the Sanitary Board, yesterday afternoon. The Head of the Sanitary Department (Mr. G. R. Sayer) presided and the following members were present:—Dr. G. D. Black, Mr. S. W. Tso, Dr. F. M. Ozorio, the Medical Officer of Health (Dr. W. W. Pearse) and the Secretary (Mr. C. M. W. Reynolds).

The Government wrote formally approving the extensions of the water carriage system recommended by the Board; twelve new flats at R.B.L. 168, The Peak, and 100 at the Peak Hotel.

The Chairman said the Government indicated that the water supply, in both cases, would be from Government mains, and the applicants should be informed that it was the "intention of the Government to increase, generally, the charge for excess water at the Peak."

As to similar installations at 100 and 102, Severn Road, the Chairman remarked that "members exhibited some difference of opinion in minutes they had made. The Chairman thought the first step, to be taken was to ask the Government whether they could conclude that the water supply was sufficient to make it possible to avoid any discrimination in dealing with applications; at any rate if the Board learned that the water supply was inadequate they could decide on what grounds unavoidable discriminations should be made. The Chairman thought that if water supplies were limited, residents of long standing had a prior claim over owners of houses not yet built. He moved that inquiries be made of the Government."

Mr. S. W. Tso seconded, and the motion was carried. Consideration of the applications from Severn Road was postponed until a reply was received.

DEALING WITH THE PLAGUE.

In reply to Mr. S. W. Tso, the Medical Officer of Health said the work of dealing with the plague-infected area was proceeding although some difficulty was experienced in persuading people that their clothing and bedding would not be damaged by the process of disinfection.

HONGKONG SHIPBUILDING.

LAUNCH OF THE "BROOKLYN"
BY W. S. BAILEY & CO., LTD.

Messrs. W. S. Bailey & Co., Ltd. have launched from their works at Kowloon, the Case Oil Lighter *Brooklyn*.

Built to the order of the Standard Oil Co. of New York, the vessel is of steel throughout, 154 feet 6 inches in length by 31 feet in breadth with a draft of 8 feet 6 inches. Oil in bulk is carried in the after peak tank and oil in cases in the main hold. There is a steel deck house aft with galley mess room and a tank deck-house above having rooms for Captain and Pilot, also a flying bridge with wheelhouse of steel for protection of the steersman. The crew space under fore-castle accommodates 12 seamen.

The vessel was gallantly decorated with flags and the launching ceremony performed in the time-honoured manner by Mrs. Brown, the vessel sliding gracefully down the ways and taking the water amid a fusillade of crackers. Among those present were Mrs. C. M. Bowen, Mrs. A. J. Morse, Miss R. Wallace and Messrs. W. J. G. Whitley, A. L. Todd, A. Pothergill, T. Ramsey and W. S. Bailey.

The party then adjourned to the firm's office for refreshments after which Mr. Bailey said: "Ladies and gentlemen, I have to thank you for your attendance here to-day and Mrs. Bowen for so kindly launching the *Brooklyn*. The *Brooklyn* forges another link in our connection with the Standard Oil Co. and she will, I hope, prove an entire success. The *Brooklyn* is also another link in these great organizations of men and money whose efficiency commands our respect, and I think in this connection especially of the Standard having been so long acquainted with that Company and having studied its rise from a small beginning to the purchase of one oil well by its Founder, to its present dimensions. Corporations, millionaires and the moneyed classes generally are often criticised, and no doubt criticism and opposition are useful, but I think the world extension of the Standard and its fleet of vessels, large and small, taking its products direct to the consumer is made possible only by the large amalgamation of capital under one efficient control and the army of able workers employed. I often think these great corporations illustrate the success of what has been called the three-legged stool of the industrial world—labour, capital and business ability, each equal in value, and no two legs of which can stand without the third. We count it an honour to contribute, in even a small degree, to so great a success, and I now ask you to drink heartily success to the *Brooklyn* and to the Standard Oil Co. of New York."

The toast having been duly honoured Mr. Todd proposed the toast of the builders, which was seconded by Mr. Whitley.

Germany's foreign trade returns for last December showed, for the first time since the war, an active balance, exports exceeding imports in value by 800,000,000 marks. For the period May to December the value of imports, however, exceeded exports by 12,100,000,000 marks.

OUR LONDON LETTER.

THE SWAN-SONG OF THE ROYAL
IRISH CONSTABULARY.FINAL "IRISH NIGHT" AT
WESTMINSTER.[FROM OUR OWN CORRESPONDENT.]
London, February 23rd.

EXIT, THE "R.I.C."

It is rather curious to note how things that years afterwards will be regarded as landmarks in history often pass at the moment without incident. The other night I thought of this when Sir Hamar Greenwood stood by the Treasury box in the House of Commons and asked for a supplementary vote for a million and a half to meet the expenses of the Royal Irish Constabulary for the year 1921-22. The House was almost empty as he spoke. But the subject of his speech was in reference to the passing of the finest bodies of men who ever wore the uniform of the Crown.

Sir Hamar's speech was the swan-song of the "R.I.C." The occasion was historic, though, as I have said, the attendant circumstances were commonplace. For over a century the Irish Estimates have been a feature on the Order Paper of the House of Commons; and they were usually the occasion for "wigs and green." The "Irish Night" in Parliament was a night of liveliness, and not infrequently of violent scenes. But now, for the last time, the proceedings were as decorous as a tea-party of maiden ladies, and not half as animated as a Sunday School treat. Times have changed, indeed!

THE "IRISH NIGHT"

The vote above mentioned was to cover, among other things, allowances to 310 men murdered or otherwise killed in the course of their duty. Sir Hamar Greenwood paid a warm tribute to the services of the "R.I.C." who had done their duty loyally. It came out that at the time of the trouble the Force numbered 16,000 of all ranks. Of this number 50 officers and 9,639 men continue in the service of the Northern Government; the remainder must chance their luck in the Irish Free State to get employment. The strange thing was that English Members pleaded for more liberal terms, and on this final "Irish Night" there was scarcely an Irish voice to be heard. In this respect it made a queer setting for the exit of Ireland from the political stage at Westminster.

LORD NORTHCLIFFE'S TOUR.

Lord Northcliffe has arrived back again in Europe after his world-tour, and his anxious countrymen are informed that he will spend some time in the Riviera to recover from the fatigue effects of the tour. At least it was reported in his own Press. His Lordship's tour has been recorded stage by stage by cable and letter, and his personal observations on men and things have been duly "featured" in the *Daily Mail*. I hope it is permissible to remark that in circles here with connections in the Far East the changed view expressed in the Northcliffe papers about things Japanese has caused some amusement. There has been very little of consequence about China, so far, but perhaps a time will come!

HOPES OF LABOUR.

Socialists and Labourites of various tints of Revolutionary "Red" are jubilant over the victories of Labour candidates at by-elections in Manchester and Camberwell. The battle of the polls in each case was mainly over the record of the Coalition. The Conservative candidates make no secret of the fact that their defeat was due to popular discontent at high taxation, restlessness as a result of widespread unemployment, and the Geddes Report.

No doubt we shall hear a great deal on these subjects in the coming months, and they will influence votes at every contest that happens to come along. The unemployed are inclined to be bitter towards the powers that be politically for failure to create that beautiful "let it be" which was promised after the war. Of course, no Government could have foreseen or prevented the trade slump, but hungry men are not prone to make nice distinctions. The Government is blamed, with Mr. Lloyd George at its head, for the ills that have befallen industry as manifested in unemployment, which are in striking contrast to the promised paradise that helped to win the last Election. The chickens are coming home to roost.

IN THE COUNTRY.

I have been reading a good many Labour speeches lately, delivered by the rank and file in the constituencies, where the gentle art of wooing the electorate is being assiduously practised. The Labour panacea for ills in the body politic is, of course, first of all a Labour Government, and after that the nationalisation of most things. Just as if we have not had more than enough of State ownership; so much so, indeed, that the people of this country, including vast numbers of the working-classes, are striving to get rid of what remains over now as an evil legacy of war time.

The chief spokesmen of Labour policy—men of the status and calibre of Mr. Clynes, M.P., for instance—are careful to "wrap it up" very attractively for the public. Their speeches are reported widely in the newspapers, and it would not do to be too frank. For the programme of the Party you must look to the speeches of the smaller men up and down the country, and these are all preaching the pure gospel of the nationalisation of railways, mines, land, shipping, and so forth. They seem to have forgotten that the miners and the railwaymen made a bid for nationalisation, and that the country "burned it down." It is credible that what the country refused to yield under the pressure of national strikes, at the cost of immense sacrifice will be voluntarily presented to the same Party at the next General Election as a kind of free-will offering!

MR. BALFOUR'S RETURN.

Mr. Balfour's reception on his return home from the Washington Conference was extraordinarily enthusiastic. With the foremost men in public life, headed by the Prime Minister, on the platform at Waterloo to greet him, and cheering crowds outside, it was a welcome such as that usually accorded only to kings and heroes. This great gentleman, the *doyen* of our Elder Statesmen, has aged considerably in recent years, but he carries himself well, and is more active than many men twenty years his junior. Whenever he is asked a question on the subject he replies that his good health and spirits are to be attributed to a love of tennis and golf, and chiefly golf.

It is no secret that since he arrived back Mr. Balfour has again been offered a peerage as a signal mark of appreciation of his conspicuous services at Washington on behalf of England and the Empire, and, in fact, on behalf of the cause of peace on earth. By declining the proffered honour he has made what I believe is a record, as being the only man who has refused to accept a peerage of Lords on four different occasions. Like Gladstone, he prefers that the name under which he won fame should remain his to his contemporaries till the end of the chapter, and thereafter into the pages of history.

It is of interest to note that a proposal is made that Mr. Balfour should be accorded the thanks of Parliament, and this would undoubtedly please him better than anything else, especially as it is understood he has it in mind to retire from active political life at the next General Election.

PORT CHARGES.

A report reaches me from Manchester to the effect that a movement is being started there in connection with the Ship Canal to press for lower rates of port charges and dues on shipping, and that this demand is to be made through the medium of the Federation of British Industries on all the other great port authorities in the Kingdom. The matter is obviously of prime importance to shippers at home and abroad, and also to consumers everywhere, as, obviously, the heavy dues exacted in these days at home ports is included in the ultimate cost of the goods to the purchaser. This movement is part of the manifold activities now going on to assist trade recovery. Another kindred movement is a demand for lower railway rates, which has been before the companies for some time.

The argument for a reduction of port charges is mainly based on the fact that while reductions have been made in wages, manufacturing costs, etc., the port authorities still maintain their dues at the level of from 100 to 150 per cent. above the old pre-war figures. It is not surprising, therefore, that trade interests in all directions are pressing for a readjustment. Whatever objections are made by the ports can be met by the forcible rejoinder that shipping freights have fallen. But the strongest argument is that unless there is a reduction there is a risk of traffic being diverted from home to foreign ports, where the rates on shipping are lower.

POST OFFICE ADVERTISING.

I hear that the Postmaster-General and his Committee of business men—appointed to devise some means of making the Department pay—have formulated a scheme for providing a profit of revenue, and above a credit balance after paying the expenses of the Post Office, and that this money should be devoted to reducing general taxation. The idea is to utilise the walls of Post Offices in London and the country, postal forms, and postage stamps for general advertising. It is a bold scheme, and it is fraught with difficulties even at the outset. The leading men in the advertising world are preparing to take the field against the plan first put by Mr. Kellaway because, Post Office competition would result in a loss of several millions sterling per annum in advertising space, not only on the hearings, and at railway stations, but also in the newspapers.

This proposal to use postage stamps for advertising is not, of course, exactly new. Some years before the war a big proprietary medicine firm offered the Postmaster-General of the day a hundred thousand pounds a year for the privilege of printing their trade slogan across the stamps, but the offer was declined.—H.B.

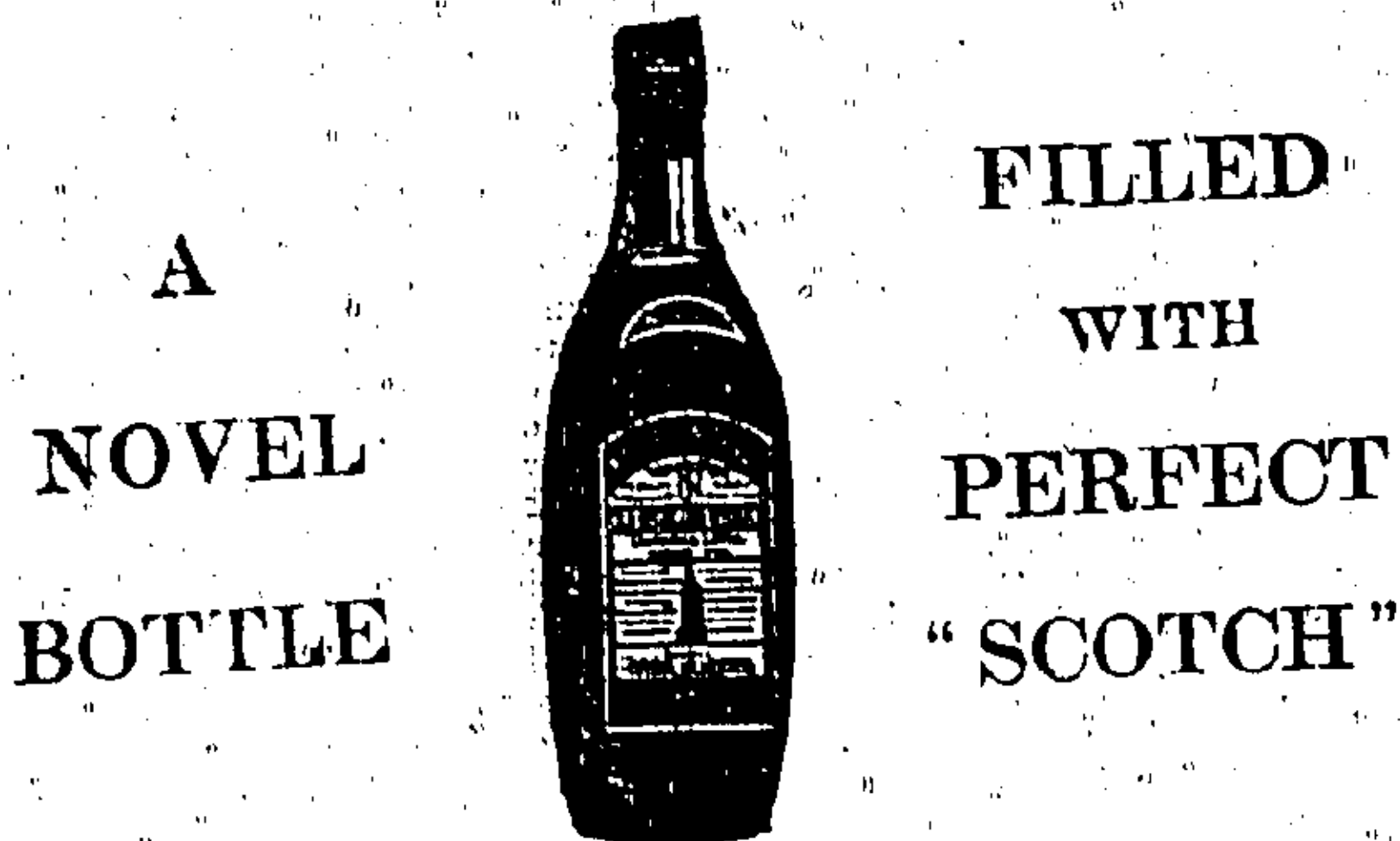
POLITICAL "POISON GAS."

MR. THOMAS ON COALITION
TACTICS.

Mr. J. J. Thomas, M.P., speaking at Derby on February 24th said that one was not wanting that, although the date was known only to, and for obvious reasons would be determined only by the Prime Minister, a General Election was imminent. It was also possible, judging by the political mobilization that had already taken place, to discern the tactics likely to be employed. They had had the first taste of "poison gas." He assumed that the scientists of Downing Street were experimenting on still more deadly brands. An election now seeming inevitable, it would be far better in the country's interests to get it over rather than that Parliament should sit month after month, with one eye on the constituencies.

Lord Birkenhead, the professed champion of law and order, both in England and Ireland, had apparently considered it necessary, in the interests of national unity, to proclaim a class war. "In political combat," said Mr. Thomas, "each side, I suppose, is prepared to give and receive blows, but as a time when one in every five of the working classes is denied the right to work, when hundreds of thousands of ex-soldiers are on the verge of starvation, when the only means by which the wheels of trade and commerce can be kept going is through a real, genuine, and desperate struggle between capital and labour, is it not playing the game rather low, for the sake of political advantage, to drag into the political arena the elements of class-war? Who ever wins in such a battle, the country, certainly loses!"

NAPIER JOHNSTONE'S "N. J. CLUB"



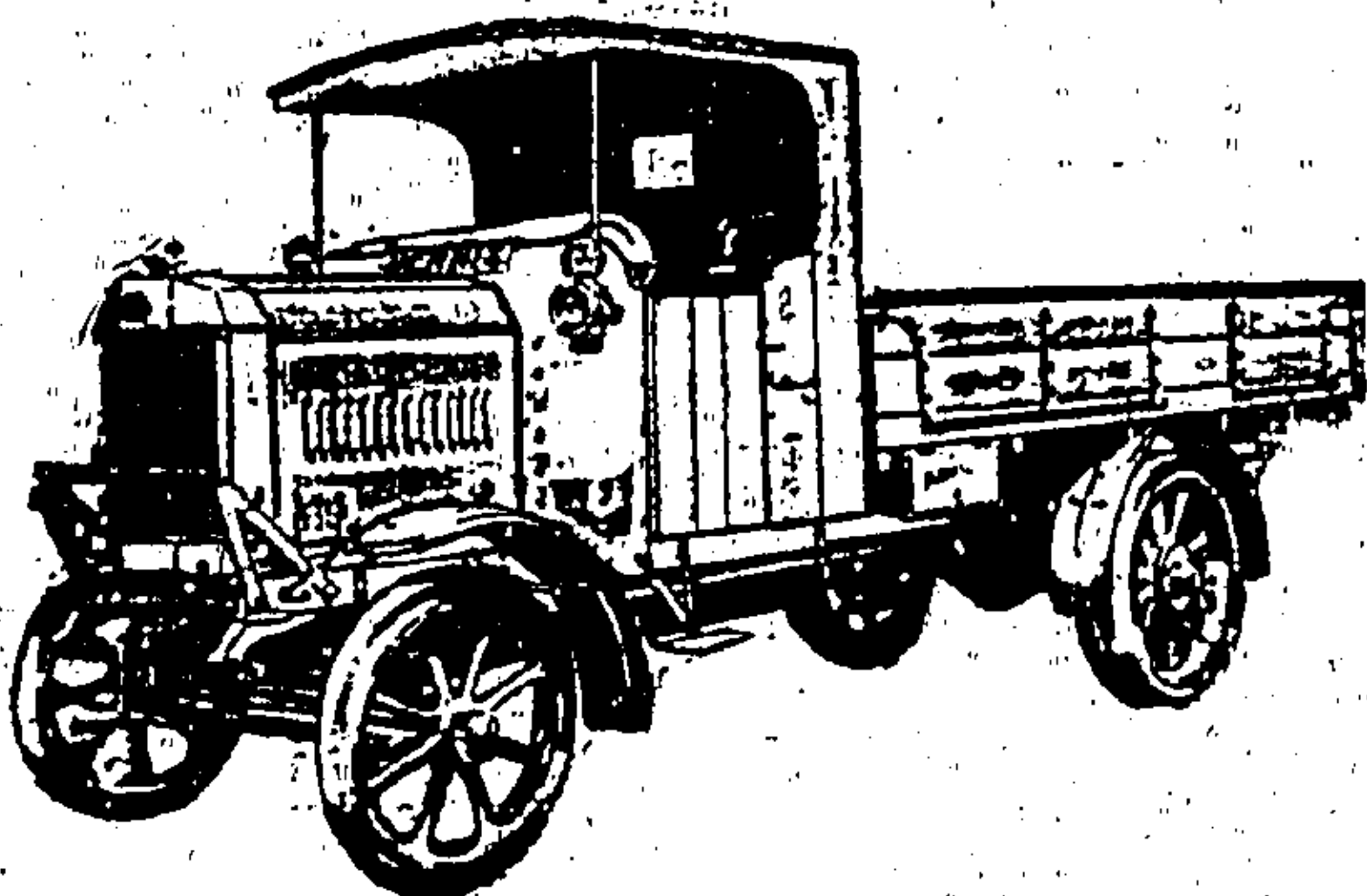
WORLD WIDE IDENTICAL QUALITY

OBTAINABLE AT ALL
WINE MERCHANTS

SOLE AGENTS

LANE, CRAWFORD, LTD.

DENNIS



THE "DENNIS" LINE, RANGING FROM
1½ TON TO 6 TON TRUCKS, IS
UNUSUALLY COMPLETE. BODIES TO
SUIT ALL REQUIREMENTS CAN BE
SUPPLIED.

THE HONGKONG GOVERNMENT ARE
AT PRESENT OPERATING

TWO "DENNIS" 2 TON LORRIES
TWO "DENNIS" FIRE ENGINES.

COOLIES WAGES ARE
GOING UP—THE COST
OF DENNIS TRUCKS
HAS GONE DOWN.

ALEX. ROSS & CO.

25, DES VŒUX ROAD CENTRAL,
HONGKONG.
MISSIONS BUILDINGS, THE BUND,
CANTON.

DENNIS

HELPING LAME DOGS. A DOMESTIC CONVERSATION.

AMELIA: George, dear, I do wish you would buy a new hat.
GEORGE: What? A new hat? Why, I have only had this one a year; it will last me quite two more.
AMELIA: George, it looks dreadful and only fit to send to the Benevolent Society. What does the Ladies' Benevolent Society want with men's hats?
AMELIA: They often have men who come from hot climates and need warm clothes and hats. And when men are out of jobs and their clothes look dirty and get worn into holes—very often, if they can get a respectable hat, or a fairly respectable one, and a clean suit of clothes it turns the tide of their misfortunes and they can apply for work with a better chance of success.
GEORGE: What sort of people does the Benevolent Society help? Any old wash-out?
AMELIA: No, I believe they are rather strict as to whom they help now, and do not give away clothes or money unless they know something about the recipient, or unless he or she brings a letter from someone who is known in the Colony. You see, years ago the Society were started to help the Chinese and Portuguese in Hongkong, so the Benevolent Society was formed to help others outside these two races. All kinds of people were helped last year—British, Russians, Africans, Letts, Russians, and—stop, while I whisper—actually an Austrian. Yes, I know all about her being an ex-enemy, but she was a young girl of 22 with two children and had married a Chinese, in Canada, who brought her to China to visit his people. She found herself living in absolute squalor in Canton, and her children got covered with sores, so she ran away; and the Benevolent Society helped her with her passage-money back to Canada. A month or two later she returned every cent of it—in fact, \$15 too much. Rather refreshing in these days of spending, isn't it?
GEORGE: Yes, my dear, that was too sudden. But why don't we hear more about local cases?
AMELIA: That would never do! The Society never publishes names of cases helped, as it might go against the people concerned in the future.
GEORGE: Yes, but they are mostly rotters—are they?—who apply for help?
AMELIA: Well, of course, they are generally at the end of their tether. Last year there were passing through the Colony, and a number of these were helped if they brought letters from the Seamen's Institute or the Sailors' Home, or other responsible people. But others come who are just temporarily out of work and hard up, or wives passing through anxious times, or girls stranded. And then, you see, some Britishers have Asiatic wives, and perhaps die and leave them with no support. Then the Society helps to educate the children, and gets them good employment when they are old enough.
GEORGE: It sounds all right; I suppose you can have my hat, and, by the way, you can cast an eye over my clothes and see if there is anything else you think worthy enough for me to discard.
AMELIA: Oh, George dear! The Secretaries go to the City Hall on Mondays and Thursdays at 11 a.m. I will send along a lovely big bundle to them.
GEORGE: All right, but don't go and put in my new white flannel trousers.

MODERN LIFE. TOO MUCH RUSH.

In the opinion of Dr. Eugene Fisk, who as head of the Life Extension Institute has been conducting a series of investigations as to the effect of modern existence upon physical and mental health, "Americans are rushing madly to the grave, fogging themselves with stimulants they gallop through life." By stimulants Dr. Fisk does not mean alcohol, which he classifies as a drug, but such things as tobacco, coffee, tea, cinema exhibitions, the telephone, the typewriter, electric light, the motor-car, newspapers and magazines, labour-saving machinery, heating devices, and a hundred other pleasurable but health-wrecking inventions and discoveries of the last fifty years, which should have been doled out in the course of centuries to enable human beings to get used to them and to take them moderately and temperately. The eyes, ears, nerves and brain are over-stimulated by the incessant clamour and rush of modern life, says Dr. Fisk, with the inevitable consequences of fatigue. As a result stimulants—and in millions of cases drugs—are resorted to as braces. People traverse a vicious little circle, which must end in a complete breakdown. Americans do not overwork, do too little thinking, and do everything hastily. The doctor declares, and they have simply got to call a halt if they do not want to head into a national future of insanity, suicide, and drug-using, with men and women going to their graves years before their time.

WHAT IS EYESTRAIN?

The eye has certain tiny muscles. When objects we look at do not come up to a sharp focus in the eye, these muscles exert themselves unduly and enable us to see clearly in spite of the defect. These muscles tire and relax causing the objects looked at to become blurred and indistinct. Upon closing the eyes for a few seconds the muscles become more or less rested and objects are clear again for a brief period. Properly fitted glasses correct eye-strain, whether caused by astigmatism or age. The Hongkong Optical Co., successors to Clark & Co., Manufacturing and Refracting Opticians, 23, Queen's Road, Central, have the equipment to fit your glasses properly. Adv.

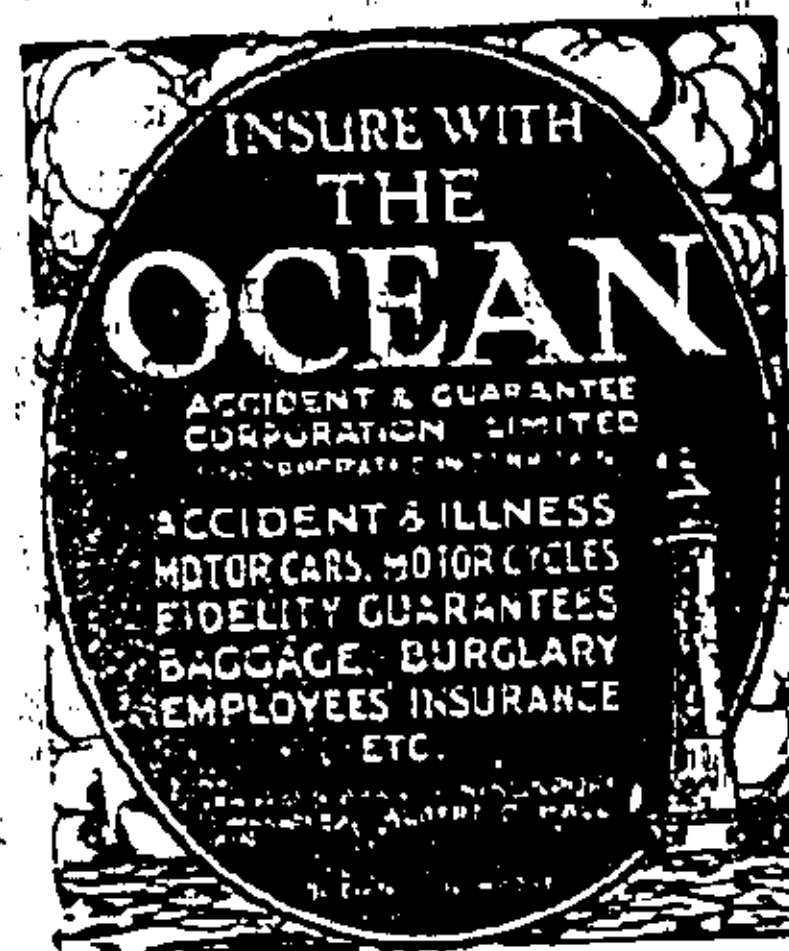
UNCLAIMED TELEGRAMS.

The following unclaimed telegrams are lying in the Great Northern Telegraph Company's office at Hongkong:

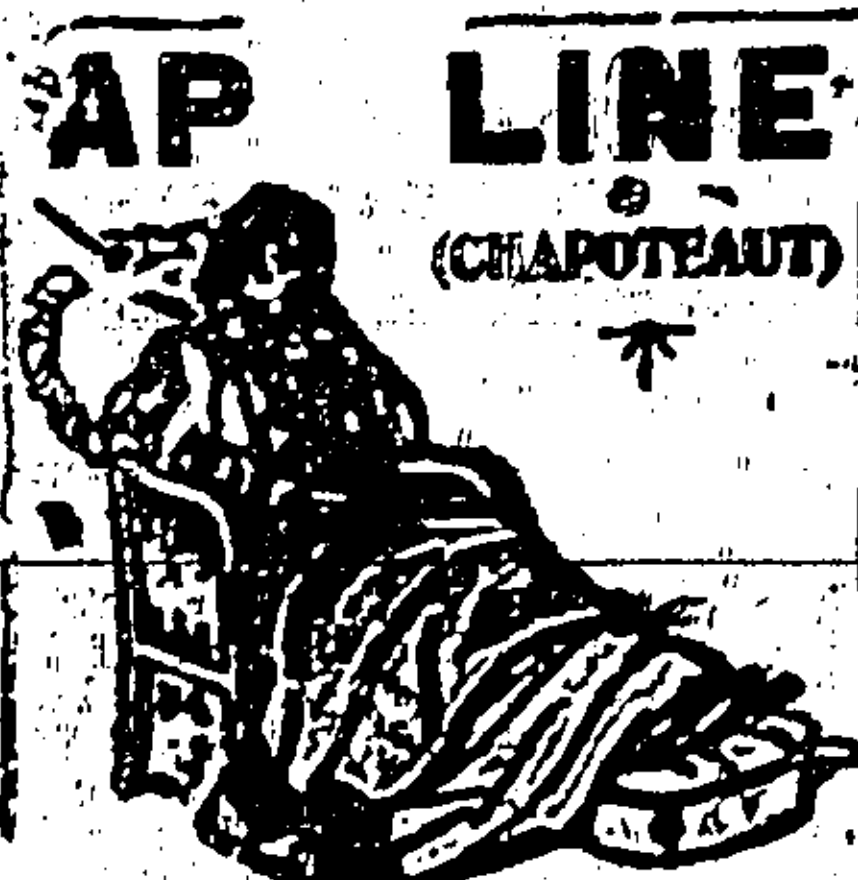
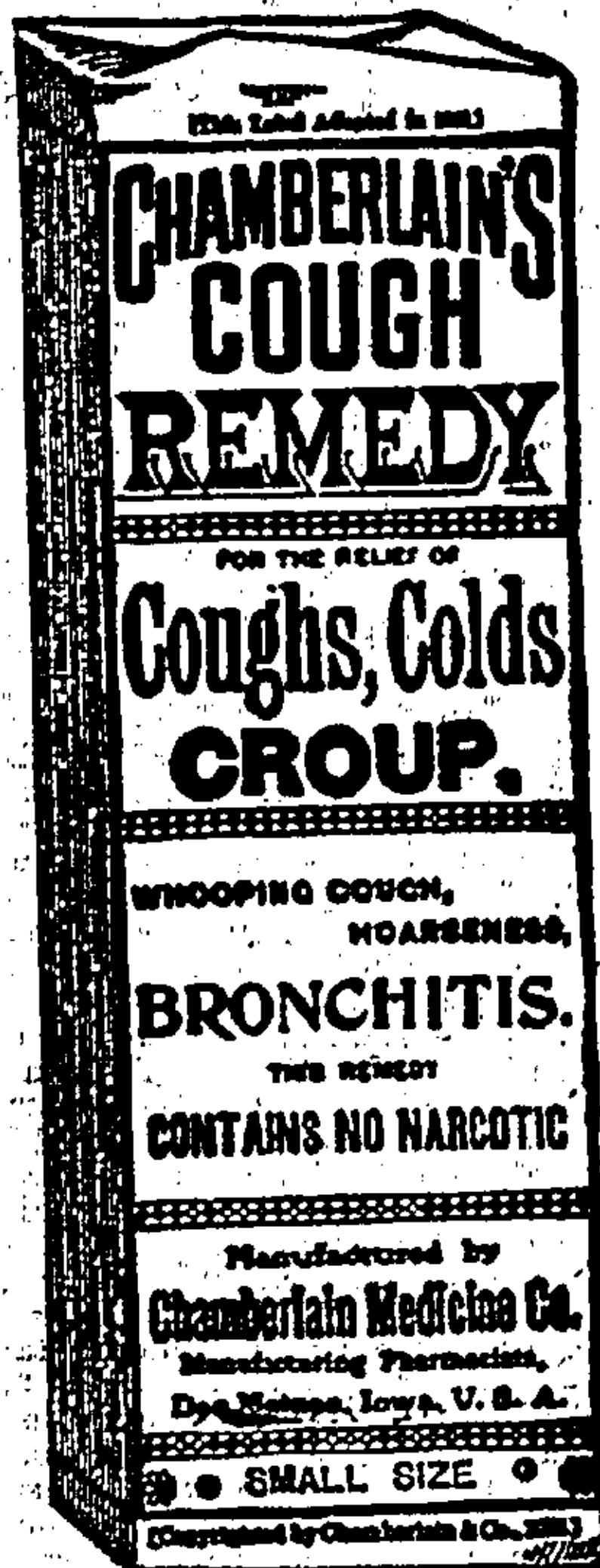
Address	From
Toupinyoko	Osaka
Schirrer Care Gardone	Yokohama
Kimura	Moji
Dial Empress Asia	Amoy
Kahong	Shanghai
Loungyuntung, Funghe or gita	Amoy
0210	Shanghai
Yee-longwo	Shanghai
Ying o/o Chow 131 Con-	Shanghai
naught Road	Shanghai
Limpak	Amoy
Kintak	Amoy
Zungsoofan	Shanghai
Wohsinzoo Kachang chin.	Shanghai
Tack'ei (2)	Amoy
Kwokching Shuwolung	Amoy
Queen's Road	Amoy
Chiuwamara	Amoy
Onkee	Amoy
T'kinghong	Shanghai
0075	Ningpo

The following is a list of unclaimed telegrams lying in the Eastern Extension, Australasia and China Telegraph Company's office at Hongkong:

Address	From
10322/15th	Abdul Jali
Watchman	Facilituntar
13254/17th	Come Street
John Bender	Facilituntar
van Lino Crawford & Co.	Glasgow
14931/21st	Palco
143 2 21st	Realwbo
1416 1/2 th	Vorra 1 169
Feat	Feshawar



SHANGHAI OFFICE—
99A, Soochuen Road.
AGENTS for Hongkong
and South China,
DODWELL & CO., LTD.
TELEPH. 1030 2, QUEEN'S BLDG.



For functional trouble, dizziness, pain and those irregularities peculiar to the sex.
Prescribed by the highest French medical authorities and superior to any other remedy.
CHAPOTEAU, 2, rue Vivienne, Paris.
Sole Agents, Hongkong.

WORLD THEATRE

Hongkong's Most Modern Picture Palace.

Entirely Under British Management.

TO-DAY at 5.15 and 9.15 P.M.

THE CAST-OFF

This Six-part Picture was made by Thomas H. Ince and Features
BESSIE BARRISCALE.

Is Tells of an Actress Who Plans a Revenge on a Man and
Gives It Up for the Sake of His Little Son.

The Picture is Interesting.

2.30 & 7.15 p.m. performances.

BEN WILSON & NEVA GERBER in "BRANDED FOUR."
Episodes 6th and 7th.

USUAL PRICES. BOOKING AT THE THEATRE.

THE RED HAND COMPOSITIONS LIMITED, LONDON.

Contractors to the Admiralty, India Office, War Office,
Crown Agents for the Colonies, &c.

"THE RED HAND BRAND."

Antifouling Compositions for Ships' Bottoms,
Anticorrosive Paints, Ready mixed, for all purposes.

Supplies available from

DODWELL & CO., LTD.
SOLE AGENTS.

[112]

ASAHI BEER

SPECIALLY BREWED FOR EXPORT

DAI NIPPON BREWERY CO.

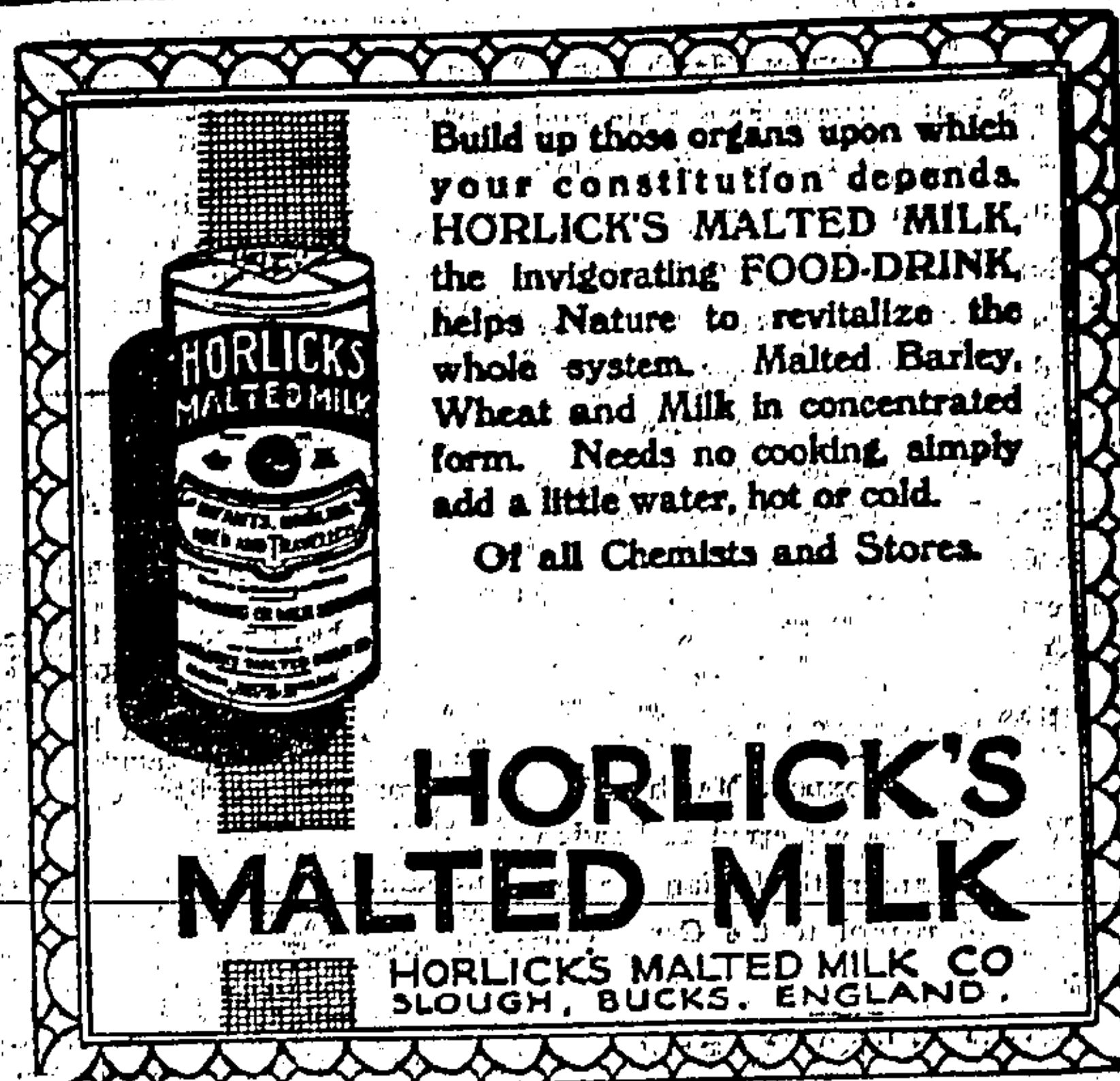
LIMITED.

TOKYO, JAPAN.

SOLE AGENTS.

MITSUI BUSSAN KAISHA LTD.

HONGKONG.



Build up those organs upon which
your constitution depends.
HORLICK'S MALTED MILK
the invigorating FOOD-DRINK
helps Nature to revitalize the
whole system. Malted Barley,
Wheat and Milk in concentrated
form. Needs no cooking, simply
add a little water, hot or cold.
Of all Chemists and Stores.

HORLICK'S
MALTED MILK

HORLICK'S MALTED MILK CO
SLOUGH, BEDFORDSHIRE, ENGLAND.

VETARZO
ANTHELMINTIC
KILLS ALL PARASITES
AND REMEDY FOR
ALL VERMIN
OF THE HOUSEHOLD
AND STOCK
KILLS ALL PARASITES
AND REMEDY FOR
ALL VERMIN
OF THE HOUSEHOLD
AND STOCK
KILLS ALL PARASITES
AND REMEDY FOR
ALL VERMIN
OF THE HOUSEHOLD
AND STOCK

TO SECRETARIES OF CLUBS AND OTHER INSTITUTIONS.

A preliminary notice of forthcoming
meetings, lectures and entertainments,
sent for insertion in the news columns of the
Hongkong Daily Press, are charged for at the
rate of 1/11 each, (as announced in May and June
of last year) providing that they do not occupy
more than four lines. In future if this space is
exceeded they will be placed in the advertised
columns at the special rate.

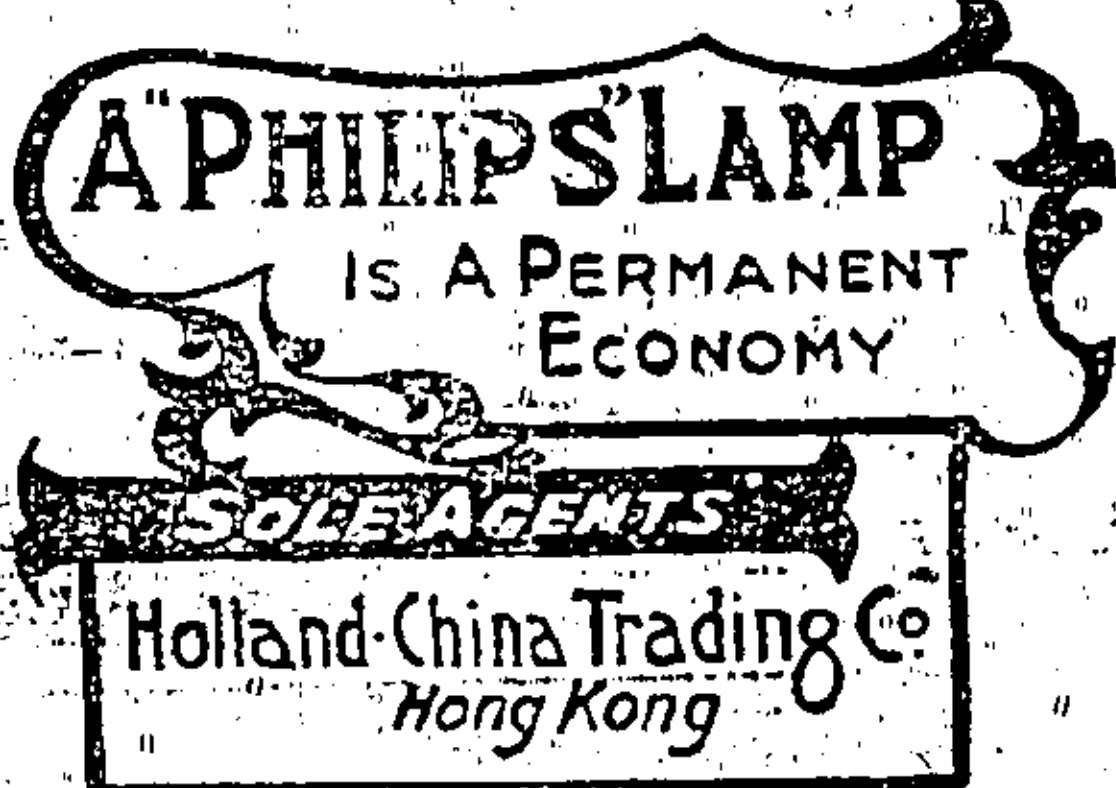
HONGKONG HOTEL**TO-NIGHT****CARNIVAL NIGHT****FANCY DRESS DINNER DANCING**

(Fancy or Evening Dress Optional)

WILL HENDER AND THE JAZZ BAND

Dancing 8 p.m.—12 Midnight

TABLES MAY BE BOOKED IN HOTEL RECEPTION OFFICE

TEA DANCING**THURSDAY and FRIDAY, (5 p.m.—7 p.m.)****WILL HENDER AND THE JAZZ BAND****REPULSE BAY HOTEL****DINNER DANCING****TO-NIGHT AND SATURDAY****"PHILIPS"****JAVA-CHINA-JAPAN LINE**REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMERS	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILIWONG	JAVA, SHANGHAI	in port	29th March	SHANGHAI/JAPAN
TJIBODAS	JAPAN, SHANGHAI	in port	30th March	SOERABAYA via MACASSAR
TJININTI	JAPAN, SHANGHAI	in port	1st April	BATAVIA via BANKA
TJISONDARI	JAPAN, SHANGHAI	31st March	3rd April	JAVA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of saloon passengers. All steamers carry a fully qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage apply to the

Yok Building, First Floor
JAVA-CHINA-JAPAN LINE.
Telephone No. 4174


**VEREENIGDE NEDERLANDSCH
SCHEEPVAARTMAATSCHAPPIJ**
(United Netherlands Navigation Company)
HOLLAND-OOST AZIE LIJN
(Holland-East Asia Line)

(Members of the Straits, China and Japan Conferences).

Regular monthly service between
**JAPAN PORTS, SHANGHAI, HONGKONG AND
MANILA**

AMSTERDAM, ROTTERDAM, HAMBURG**AND BREMEN**

Sailing on or about

For
"ROTTI" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 24th Apr
"OOSTERK" ... AMSTERDAM, ROTTERDAM & HAMBURG ... 2nd May
"DANIEL" ... ROTTERDAM, AMSTERDAM & HAMBURG ... 20th June
For full particulars please apply to

JAVA-CHINA-JAPAN LINE.General Agents
Yok Building, 1st fl.**SHIPPING NOTES:**

The White Star Line are about to introduce what for them is an innovation. In future there will be only two classes on all steamers.

The Ellerman Line steamer *City of Melbourne* caught fire at the dock-side at Yokohama on March 23rd while discharging cargo. The *City of Melbourne* arrived with 3,000 tons of general cargo from New York.

It is stated in Shanghai that arrangements have been completed between the local representatives of Hamburg-American Line and the San Peh Steam Navigation Co., Ltd., regarding the transshipment of cargo arriving from Germany to the river ports.

The P. & O. s.s. *Norona*, from London, had a rather unpleasant experience on Monday morning, March 20th, when in the storm and fog she went ashore on the sands of the Tungsha Spit, near Shanghai. Anchors were immediately dropped and when the tide had risen and the fog lifted, the vessel had no difficulty in getting off. She steamed into Shanghai about 24 hours late.

The first of the vessels to run on the fast ferry service between Shanghai and Nagasaki was launched in Scotland on March 14th, according to reports received in Shanghai. It is 5,500 tons deadweight, and has accommodation for 150 first and 300 second-class passengers. The operating company is said to be giving \$2,000,000 for the erection of a Sino-Japanese commercial museum in Shanghai.

The Dutch motor-ship *Juno*, which left Hongkong for Singapore on the 22nd towing a small steel tug, *Lion I*, on the night of the 24th met with a gale in which the tug was lost. It is not certain whether the *Lion I* was sunk, and all steamers proceeding South are requested to keep a look-out for the vessel. The *Lion I* is an eighty-foot craft, with one mast and a yellow funnel with a black top.

A summary of the report of the China Mutual Steam Navigation Co., in the home papers gives the following particulars:—Dividend 3 p.c. and bonus 50 p.c. (together 53 p.c. per share) on ordinary, payable March 31st; making 56 p.c. for year; 3 p.c. (48 p.c. p. share) on ordinary "B" shares, payable March 31st, making 6 p.c. for year; £302,456 for deferred repairs; £270,388 forward. Last year, distribution same; £242,143 to building suspense account; £230,603 forward.

The steamer *Sun On* (Captain M. McArthur) had an unpleasant experience in the recent gale. She had left Hongkong for Swatow and encountered the full force of the gale. The Captain deemed it prudent to put back. Heavy seas were sweeping over the vessel, and in the strain the engines broke down. The situation was perilous. Distress signals were made and were observed from the Waglan lighthouse, with the result that the Taikeo Dock's salvage tug *Taikeo* went to the rescue and brought the *Sun On* safely into port.

Compilations made by Lloyd's Register of Shipping show an increase in the tonnage of oil-burning shipping during the war period: from a total of 1,310,000 gross tons in 1914 to 12,760,000 tons on June 30th, 1921. The Journal estimates that the shipping now burning oil would have required 90,000,000 tons of coal a year, if coal had been used instead of oil. It nevertheless reports that the increase in oil-burning tonnage has not produced a corresponding, or any, decrease in the demand for bunker coal at English ports.

A HOLT MOTOR VESSEL.

With reference to the announcement made a few weeks ago that Messrs. Alfred Holt & Co., Ltd., had placed an order for a large motor vessel with Scott's Shipbuilding and Engineering Company, the proposition to be combined steam and oil engines, we learn from the *Motor Ship* that these engines will be of the Still type. The length of the ship will be 140 feet, with a beam of 18 feet. She will be equipped with twin-screw machinery of 2,500 h.p. This is the first order for a motor ship with this class of machinery. A 250 h.p. experimental engine of the Still type has given very satisfactory results with a fuel consumption of 35 lb. per h.p. with solid fuel injection, and it is probable that the design of the experimental set will be followed in the engines of the new vessel.

A BRITISH INDIA MOTOR LINER.

The maiden voyage from London to Bombay of the British India Co.'s 8,000-ton motor liner *Domala* has justified her owners' expectations. She left London for Bombay on December 30th, and reached that port practically at the scheduled hour on January 27th. The twin sets of Diesel heavy oil internal combustion engines, run with smoothness and economy, daily consumption at 13 knots being under 17 tons, or one-fourth only in weight of coal equivalent. The *Domala* is one of 20 similar vessels built or projected during the past nine years for the British India Company. Earlier vessels of her type have been fitted variously to run reciprocating engines with oil fuel, geared turbines with coal fuel, and geared turbines with oil fuel, so that there is now a basis for comparison of the relative efficiency of sister ships, of five varying methods of propulsion.

THE LIVERPOOL & LONDON GLOBE INSURANCE CO., LTD.**NOTICE**

I have this day handed over the Management of this Company's Branches in Hongkong and Canton to Mr. JOHN DE B. LANCASTER, Local Manager.

The Directors of the Company have appointed Mr. J. P. SHERMAN & Co., Ltd., as Agents of the Company for Hongkong & Canton and the business of the Company in those areas will be under their charge as from 1st April, 1922. On and after this date all communications relating thereto should therefore be addressed to Messrs. SHERMAN & Co., Ltd., as Agents of the Company.

Mr. P. F. SHERMAN, Jr., has been appointed Resident Inspector of the Company and will have a seat in Messrs. SHERMAN & Co., Ltd.'s Office and will be in charge of the Company's interests, and Mr. TSE YAN PAK will also continue to act as Comptroller for the Company under Messrs. SHERMAN & Co., Ltd.

The present Branch Office of the Company in Hongkong and Canton will be closed as from the same date.

JOHN DE B. LANCASTER,
Local Manager.
Hongkong, 23rd March, 1922.

We have accepted the Agency of the Liverpool & London & Globe Insurance Co., Ltd., for Hongkong & Canton and will take charge of the Company's interests in those areas as from 1st April, 1922.

Per Pro. DODWELL & CO. LTD.,
G. M. DODWELL,
Director.

G. M. DODWELL & CO. LTD.
SALE BY TENDER OF H.M.S. "WIVERN"

TENDERS are invited for the purchase of the above named ship as set out in the harbour.

2. Full particulars of the ship, conditions of sale, permits to view and tender forms may be obtained on application to the undersigned.

3. A deposit of \$100 is required before forms of tender can be issued, this amount being returned if tender is not accepted.

4. The vessel will be on view from the 22nd March to the 22nd April inclusive during the ordinary working hours of the Dockyard.

PARTICULARS OF H.M.S. "WIVERN"
Length between Perpendiculars..... 93 ft.
Breadth, extreme..... 20 ft.
Depth in hold..... 20 ft.
Nominal Displacement..... 2,900 Tons (approx.)

5. Propelling Machinery and Steamers have been removed and only a few items of Work-shop machinery and fittings have been left on board.

6. Tenders will be received in the Office of the Commissioners, Hongkong, up to noon on MONDAY, the 27th April 1922.

H. G. LOWE,
Naval Store Officer,
H. M. Dockyard,
Hongkong, March 21st, 1922.

P. & O. S. N. CO.
STEAMERS FOR
STRAITS, COLOMBO, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS & LONDON.

Through Bills of Lading issued for Batavia, Persian Gulf, Continental, America, and South Africa Ports.

THE Steamship "SICILIA," Captain Jenkins, carrying His Majesty's Mail, will be despatched from this Port on or about TUESDAY, 4th APRIL, 1922, taking Passengers and Cargo for the above Ports.

Silk and Valuable and Tea for Italy, France and London (under arrangement) will be transhipped at Bombay into the Mail Steamer proceeding direct to Marseilles and London.

Parcels will be received at this Office until 2 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars apply to—
MACKINNON, MACKENZIE & CO.
Agents.
Hongkong, March 2nd, 1922.

REPAID "WANTED" ADVERTISEMENTS
Letters are lying at this Office for:
1. TO LET—A 2-story, 23,000 feet floor or a 2-story, 23,000 feet floor, on water front. Rent all or part. Address Box No. Q.P. c/o Daily Press Office.

2. FOR SALE, Stock-broker "special" 1/2 1/2 Motor Car, has run under 5,000 miles. First class condition. Apply Box No. X. c/o Daily Press Office.

3. TO LET—Office rooms on 1st floor, Bank of China Building, No. 4, Queen's Road Central to be let. Occupation from 1st of May. For particulars apply to Bank of China.

4. TO LET—SIX ROOMED FURNISHED HOUSE for about one year at Kowloon, near ferry with large garden, middle of April. Apply to B. X. Q.M. c/o Daily Press Office.

5. TO LET—SIX ROOMS will be vacant in "UNION BUILDING," from 1st April. Apply to UNION INSURANCE SOCIETY OF CANTON LIMITED.

6. FOR SALE—LAND, approximately 7,000 square feet on waterfront at Swatow, with 2-story brick and concrete building suitable for office and godown. Further details apply to W. G. HUMPHREYS & Co.

INDO-CHINA**STEAM NAVIGATION COMPANY LIMITED**

SAILING: SINGAPORE, PENANG, CALCUTTA

STEAMERS	DATE	TIME
BANGKOK via SWATOW	Wednesday, 29th March, Noon	
HAIPHONG via HOIHOW	Saturday, 1st April, 8 a.m.	
YANTIAN	Saturday, 1st April, Noon	
SHANGHAI via SWATOW	Saturday, 1st April, 3 p.m.	
BA-GEOR via SWATOW	Sunday, 2nd April, Noon	
SHANGHAI	Tuesday, 4th April, Noon	
SANDAK	Wednesday, 5th April, Daylight	
STRAITS via CALCUTTA	Monday, 10th April, Noon	
CALCUTTA via SWATOW	Thursday, 12th April, 3 p.m.	

This Line operates regular sailings to Calcutta, Penang and Singapore, returning from Calcutta, Penang, Singapore and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

Sailings approximately every three days between Canton and Shanghai, and through Bill of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailing from both ports every Friday, calling at Haiphong when indicated on the schedule.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo calling at Haiphong when indicated on the schedule.

BURNEO LINE—Fortnightly sailings to and from Sandakan by two 4,000-ton steamers, "KUMSANG" and "MAU-ANG," both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Kuching and Labud Data.

TIENTSIN LINE—A regular service is run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Cheloo.

BANGKOK LINE—A weekly service is provided between Hongkong and Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

s.s. "KUMSANG" will be despatched on or about Thursday, 20th April, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWETTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—
Jardine, Matheson & Co., Ltd.
GENERAL MANAGERS

U.K.—STRAITS, CHINA & JAPAN SERVICE
OUTWARDS.

Vessel	Due Hongkong
S.S. "CARNARVONSHIRE"	[15th April]

Vessel	Leaves Hongkong	Discharges
M.V. "GLENARA"	5th Apr.	GENOA, LONDON, ROTTERDAM, & HAMBURG.
M.V. "GLENARIFFE"	14th Apr.	do.
M.V. "GLENOGLE"	14th May	GENOA, LONDON, ANTWERP, HAMBURG.

Movements are subject to change without notice.
For freight or further particulars please apply to—
Jardine, Matheson & Co., Ltd.
The Glen Line, Ltd., AGENTS.

Telephone No. 215 sub-ex. 22 and 3696

GLEN AND SHIRE
Joint Service of Steamers

U.K.—STRAITS, CHINA & JAPAN SERVICE
OUTWARDS.

Vessel	Leaves Hongkong	Discharges
M.V. "GLENARA"	5th Apr.	GENOA, LONDON, ROTTERDAM, & HAMBURG.
M.V. "GLENARIFFE"	14th Apr.	do.
M.V. "GLENOGLE"	14th May	GENOA, LONDON, ANTWERP, HAMBURG.

Movements are subject to change without notice.
For freight or further particulars please apply to—
Jardine, Matheson & Co., Ltd.
The Glen Line, Ltd., AGENTS.

Telephone No. 215 sub-ex. 22 and 3696

KAWASAKI KISEN KAISHA
(KAWASAKI STEAMSHIP CO.)
CAPITAL PAID-UP ¥50,000,000

President: Mr. Y. KAWASAKI
Vice-President: Mr. K. MATSUOKA
Managing Director: Mr. MATSUYAMA
The Company has 65 large steamships of

NEW CARGO STEAMERS
ALWAYS READY FOR
CHARTERS of all descriptions.

The following are comprised in the Company's Fleet:—
Eleven steamers of 9,100 tons each deadweight.
And under the Company's Management—
Twenty steamers of about 9,100 tons deadweight each.
Two steamers of about 6,400 tons deadweight each.
(Belonging to the Kawasaki Dockyard Co., Ltd.)

For Charter, Freight and other particulars apply to the
KAWASAKI KISEN KAISHA
No. 2, Bank Road

SHIPPING NEWS

ARRIVALS

March 27th.
Lorestan, British str., 1,400 tons, Capt. J. A. Tyree, from Saigon, with rice—Nemasee.

Mallawa, British str., 3,058 tons, Capt. G. Gould, from Hongay, with coal—C.P.S., Ltd.

Munsterland, German motor-ship, 3,805 tons, Capt. F. Buch, from Hamburg, with a general cargo—Arnhold, Brothers & Co.

Mogami Maru, Japanese str., 1,330 tons, Capt. T. Yoshikawa, from Keelung, with coal—M.B.N.

Malet, Dutch str., 4,155 tons, Capt. J. Vollemans, from Sourabaya, with a general cargo—J.C.I.L.

March 28th.

Banai Maru, Japanese str., 640 tons, Capt. K. Nakamura, from Keelung, with coal—Kimura & Co.

Chin Yee, American str., 747 tons, Capt. G. Gallenoe, from Manila, with a general cargo—Chin Tak Loong.

Devanha, British str., 4,735 tons, Capt. H. W. Potter, R.N.R., from Shanghai, with a general cargo—Mackinnon, Mackenzie & Co.

Haihong, British str., 1,270 tons, Capt. W. C. Passmore, from Foochow, with a general cargo—Douglas & Co.

Haitan, British str., 1,585 tons, Capt. E. Jones, from Hoihow, with a general cargo—Man Wing S.S. Co.

Hua Ming, Chinese str., 1,001 tons, Capt. W. M. Furell, from Shanghai, with a general cargo—Ching Kee.

Merano, Italian str., 2,297 tons, Capt. O. Muech, from Shanghai, with a general cargo—Dudwell & Co.

Phoria, British str., 2,732 tons, Capt. E. T. Hook, from Miri, with fuel oil—Asiatic Petroleum Co.

Pura Amy, British str., 1,168 tons, Capt. R. S. Heaney, from Saigon, with rice—Nan Yuen S.S. Co.

Ta Chung, Chinese str., 1,115 tons, Capt. R. M. de la Sala, from Saigon, with rice—Thai Thian & Co.

Takuen Maru, Japanese str., 1,294 tons, Capt. K. Katsuramoto, from Haiphong, with a general cargo—Vannabha K. K.

Tanhuu, Chinese str., 1,218 tons, Capt. J. Klausen, from Canton, with a general cargo—O.M.S.N. Co.

Teksang, British str., 977 tons, Capt. T. Croft, from Haiphong, with a general cargo—J.M. & Co.

Tjiluwong, Dutch str., 3,061 tons, Capt. P. Iers, from Sourabaya, with a general cargo—J.C.I.L.

CLEARANCES

March 28th.

Anshan Maru, for Takao.

Chianang, for Canton.

Desanhe, for Singapore.

Glentworth, for Amoy.

Haifhor, for Bangkok.

Halvard, for Saigon.

Hydrangea, for Swatow.

Lorestan, for Swatow.

M. S. Dollar, for Manila.

Mogami Maru, for Canton.

Panama Maru, for Singapore.

Shantung, for Canton.

Tyndarus, for Manila.

Wenatchee, for Manila.

PASSENGERS.

ARRIVALS.

Per a.s. Haiphong, on March 28th: Mr. and Mrs. Dingman, Mr. C. Wallace, Mr. A. C. De Chernay, Mr. G. W. Barton, Mr. H. Pierman, Mr. K. Vial, Mr. K. Krichu, Dr. L. E. Famine, Mrs. Meyers and child, Mr. Pepperell, Miss Graham, Mrs. Baerzough, Miss King, Mr. H. Lee and Mr. Bloomfield.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Plancy* is expected to leave Singapore on April 4th, and is expected to arrive at Hongkong on or about April 9th.

The N.Y.K. s.s. *Totomi Maru* (Calcutta line) left Calcutta for Hongkong via Rangoon and Singapore on March 29th, and is expected here on April 4th.

The N.Y.K. s.s. *Mito Maru* (Liverpool line) left Singapore for Hongkong on March 27th, and is expected here on April 2nd.

The R.M.S. *Empress of Russia* left Vancouver for Hongkong via Japan ports, Shanghai and Manila, on March 28th, and is due at Yokohama on or about April 4th.

VESSELS EXPECTED.

Agamemnon (Blue Funnel), due April 15th.

Aki Maru (N.Y.K.), due April 13th.

Belcherophon (Blue Funnel), due April 10th.

Benarthy (Ben Line), due March 29th.

City of Calcutta, due March 31st.

Calcutta (B.L.), due April 1st.

City of Calcutta (Bank line), due April 1st.

Coast State (Pacific Mail), due April 3rd.

Imania (B.L.), due March 29th.

Janus (B.L.), due April 8th.

Japan (B.L.), due March 29th.

Kamakura Maru (N.Y.K.), due April 14th.

Kanagawa Maru (N.Y.K.), due March 29th.

Katori Maru (N.Y.K.), due April 1st.

Kendal Castle (Dodwell-Castle line), due early in April.

Laomaden (Blue Funnel), due April 9th.

Lycan (Blue Funnel), due April 24th.

Mito Maru (N.Y.K.), due March 30th.

Monteagle (C.P.S.), due April 6th.

Plancy (P. & O.), due April 9th.

Takuen Maru (N.Y.K.), due March 29th.

Tokushima Maru (N.Y.K.), due April 14th.

Wakasa Maru (N.Y.K.), due March 29th.

Yokohama Maru (N.Y.K.), due April 13th.

Yoshino Maru (N.Y.K.), due April 27th.

LITTLE SHIPS AND LONG VOYAGES

"Square Rigged" writes from Woburnhampton to the *Daily Mail*: In the early part of 1915 I brought a tug from Hongkong to Malta for the Admiralty. She was 150 tons gross tonnage and 95ft. long over all. With full bunkers and 5 tons of coal on deck she could just manage 8 days' steaming.

Some of your readers will appreciate the anxiety and worry of a voyage like this, especially on the long open runs, Singapore to Colombo and Bombay to Aden, where there is no "half-way house" at which you can replenish your bunkers, and you have to trust to luck and the weather. The actual steaming time was 38 days 6 hours, and the approx. distance 5,500 miles.

CANADIAN PACIFIC STEAMSHIPS LIMITED

REDUCED FARES TO ENGLAND

FIRST CLASS THROUGHOUT

EMPRESS OF CANADA. EMPRESS OF AUSTRALIA
EMPRESS OF RUSSIA. EMPRESS OF ASIA

CONNECTING WITH

EMPRESS OF SCOTLAND. EMPRESS OF FRANCE

\$620.50 GOLD

Lower Berth in First Class Sleeping Car across Canada
\$25.60 extra.

SECOND CLASS \$412.84 GOLD

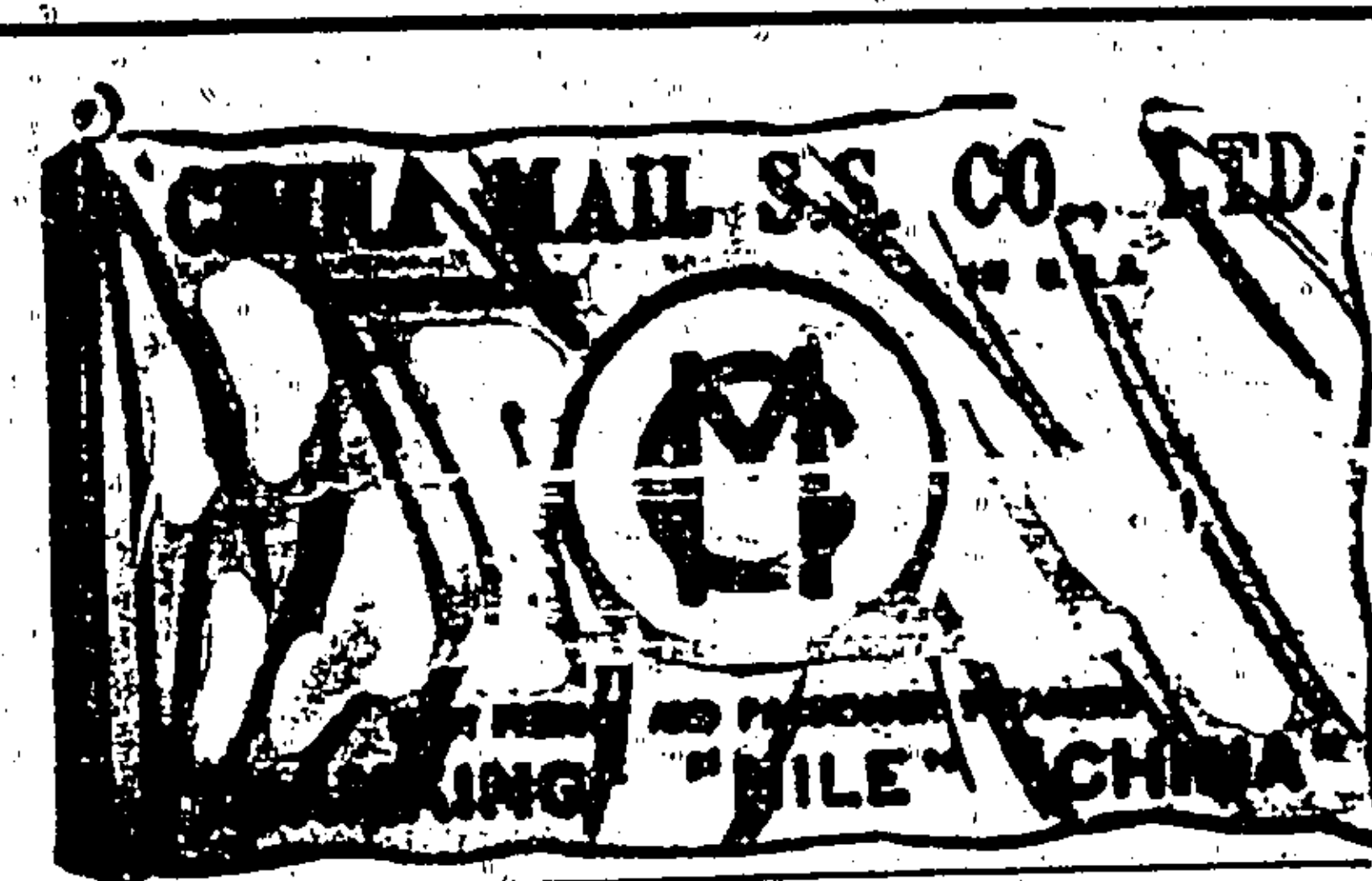
Lower Berth in Tourist Car across Canada \$12.80 extra.

THREE CANADIAN PACIFIC TRANSCONTINENTAL TRAINS DAILY.

CANADIAN PACIFIC HOTELS ALL OVER CANADA.

"CANADIAN PACIFIC THROUGHOUT"

Hongkong Office. Telephone 752. Cable Address: GACANPAC.



AN UNSURPASSED HIGH CLASS PASSENGER SERVICE
FAST FREIGHT AND PASSENGER STEAMERS.
"NANKIANG" "NILE" "CHINA"

Trans-Pacific Service
HONGKONG to SAN FRANCISCO
via Shanghai, Nagasaki, Yokohama and Honolulu
s.s. "NANKIANG" s.s. "CHINA" s.s. "NILE"
May 30th at noon April 25th at noon April 4th at noon

Java Service

HONGKONG TO
SINGAPORE & JAVA PORTS.
S.S. "GORJISTAN"

FAST FREIGHT SERVICE

Through Bills of Lading issued to all points in United States & Canada
also
Cargo accepted on Through Bills of Lading for transshipment at San Francisco to weekly outlets for principal Atlantic Ports.

O. T. SORRENDER, GENERAL AGENT
PRINCE'S BUILDING, 100 HONG KONG STREET.
TELEPHONE, PASSENGER DEPT. No. 1022. TEL. FREIGHT DEPT. & AGENT. No. 2161.

YAMASHITA KISEN KAISHA

(THE YAMASHITA S.S. Co. Ltd.)

REGULAR FREIGHT & PASSENGER SERVICE
BETWEEN

KEELUNG, HONGKONG & HAIPHONG.
Sailing from Hongkong.

FOR HAIPHONG via Hothow & Pakhoi

s.s. "HOZUI MARU" on or about 31st March.

FOR KEELUNG via Swatow & Amoy

s.s. "TAIKWA MARU" on or about 30th March.

For further particulars, please apply to—

Branch Office, No. 37, Bonham Street, West Tel. No. 155. S. MITARAI, Agent, Top Floor, King's Building Tel. No. 140.

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June 1921.
With Index, Price \$7.50.
On sale at the Hongkong Daily Press

N. Y. K.

DELIVERED QUARTERLY

VICTORIA, SEATTLE & VANCOUVER via Shanghai Japan ports.

Through Bills of Lading issued to all Overland common Points in U.S.A. and Canada.

SUWA MARU (calling Manila) ... Thursday, 13th Apr., at 11 a.m.

(To be transhipped at Kobe into SHIDZUOKA MARU)

FUSHIMI MARU ... Wednesday, 3rd May, at 11 a.m.

(To be transhipped at Kobe into YOKOHAMA MARU)

MARSEILLES, LONDON & ANTWERP via Singapore, &c.

KATORI MARU ... Sunday, 2nd April, at 11 a.m.

ATSUTA MARU ... Friday, 14th April, at 11 a.m.

HAMBURG, via LONDON, HULL & ROTTERDAM.

DAKAR MARU ... Friday, 14th April.

LIVERPOOL via MARSEILLES.

TOYOHASHI MARU ... Saturday, 8th April.

SYDNEY & MELBOURNE via Manila, &c.

NIKKO MARU ... Tuesday, 18th Apr., at 11 a.m.

AKI MARU ... Tuesday, 18th Apr., at 11 a.m.

NEW YORK, via PANAMA.

YATARASHI MARU ... Sunday, 9th Apr.

NEW YORK via Suez.

BIO DE JANEIRO, SANTOS & BUENOS AIRES via CAPE

KANAGAWA MARU ... Thursday, 30th Mar.

BOMBAY via Singapore, Penang and Colombo,

TAMBA MARU ... Tuesday, 11th April.

CALCUTTA via Singapore, Penang & Rangoon.

NAGASAKI KOBE & YOKOHAMA.

AKI MARU ... Friday, 14th April, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

WAKASA MARU ... Thursday, 30th Mar.

HAKEONE MARU ... Wednesday, 29th Mar., at 5 p.m.

For further information apply to— NIPPON YUSEN KAISHA

Telephone No. 232 & 233 K. H. KAMEI, Manager.

DODWELL & CO., LIMITED.

REGULAR SAILINGS TO NEW YORK & BOSTON
for NEW YORK & BOSTON via Suez

s.s. "BOLTON CASTLE" ... sailing on or about 3rd April.

s.s. "KENDAL CASTLE" ... sailing on or about 17th April.

LLOYD TRIESTINO.

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT,
BLACK SEA & DANUBE PORTS.

PIUMI having been re-opened for traffic, cargo is also accepted for this port
on through Bills of Lading.

FOR SHANGHAI.

s.s. "PERSIA" ... sailing on or about 20th April.

s.s. "TRIESTE" ... sailing early in May.

FOR BRINDISI, VENICE & TRIESTE

s.s. "MERANO" ... sailing on or about 29th March.

s.s. "PERSIA" ... sailing on or about 5th May.

s.s. "TRIESTE" ... sailing end of May.

NATAL LINE OF STEAMERS.

From CALCUTTA to SOUTH AFRICAN PORTS

s.s. "UMONA" ... sailing about the end of Apr.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL & CO., LIMITED,

Agents.

STRUTHERS & BARRY.

MANAGING AGENTS—UNITED STATES SHIPPING BOARD.

EXPRESS FREIGHT SERVICE.

TO LOS ANGELES AND SAN FRANCISCO
FROM HONGKONG BY DIRECT ROUTE.

"Bearport" ... Due Hongkong 8th April.

"Dewey" ... Leave Hongkong 10th April.

"Dewey" ... Due Hongkong 22nd May.

"West Prospect" ... Leave Hongkong 24th May.

"West Prospect" ... Due Hongkong 11th June.

"West Prospect" ... Leave Hongkong 13th June.

CARGO ACCEPTED FOR TRANSHIPMENT AT SAN FRANCISCO TO WEEKLY
SAILINGS FOR ATLANTIC SEABOARD PORTS THROUGH BILLS OF
LADING ISSUED TO U.S. AND CANADIAN OVERLAND POINTS.

TO MANILA, SAIGON, SINGAPORE, SOURABAYA,
SAMARANG AND BATAVIA.

"Dewey" ... Due Hongkong 2nd April.

"Dewey" ... Leave Hongkong 5th April.

"West Prospect" ... Due Hongkong 18th April.

"West Prospect" ... Leave Hongkong 20th April.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS NOT SERVED.

For Full Information Apply to

STRUTHERS AND BARRY.

L. EVERETT, General Agent for JAPAN-CHINA-PHILIPPINES.

1st Floor, Powell's Building, Phone No. 3008.

G. P. BRADFORD, Gen. Agent.

HAMBURG-AMERIKA LINE.

MS "HAVELLAND"

For ROTTERDAM & HAMBURG loading about 31st March.

MS "MUNSTERLAND"

ARRIVED 27th March.

LEAVING for SHANGHAI, KOBE and YOKOHAMA about 29th March.

For full information apply to the Agents—

ARNHOLD BROTHERS & CO., LTD., Phone No. 1500.

11, CHATER ROAD. Centro Agents—CARLWITZ & Co. Masco Agent—A. A. de MELLO.

COLUMBIA PACIFIC SHIPPING CO.

SOUTH CHINA LINE

PORTLAND, ONE—JAPAN PORTS, HONGKONG & MANILA

VESSEL Due Hongkong
"VINITA" ... about 6th April
"WEST CAYOTE" ... do. 25th April
"WEST KEATS" ... do. 21st May

(All operated for a/c of U.S. Shipping Board.)

Agents

ARNHOLD BROTHERS & CO., LTD.
11, Chater Road. Phone No. 1500.

SHIPBUILDERS.
SHIP REPAIRERS.
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ELECTRIC WELDERS.
MECHANICAL &
ELECTRICAL
ENGINEERS

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED.

—DRY DOCK.

Length 787 Feet.

Length on Blocks 750 ft.

Depth on Centre of

SILL (H.W.O.S.T.) 34 ft. 6 ins.

—THREE SLIPWAYS—

Capable of Handling Ships Up

to 3,000 Tons Displacement.

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius

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TELEPHONE No. 312. HONGKONG, CHINA & JAP.

ALL FLAG: "O" OF 22 LNS. PENNANT.

THE NEW METHOD OF THERAPY
THERAPION No. 1
THERAPION No. 2
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AMERICAN & ORIENTAL LINE

NEW YORK via Suez

Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.Cargo carried on through Bills of Lading from HONGKONG to BEIRA
DAGGA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO

For particulars apply to—

THE BANK LINE, LTD.
Managing Agents.

ELLERMAN LINE

ELLERMAN & BUCKNALLS.S. CO., LTD.

FREIGHT & PASSENGER SERVICE

OUTWARDS.

S.S. "CITY OF CALCUTTA" 1st April... Shanghai, Kobe & Yokohama

HOMEWARDS.

S.S. "CITY OF CALCUTTA" 1st May ... do.

Subject to change without notice.

For particulars of freight and passage rates apply to—

THE BANK LINE, LTD.

or REISS & Co., CANTON

General Agents.

31

NEW YORK DIRECT

Joint Service of the

"BLUE FUNNEL" LINE

OCEAN S.S. CO., LTD., and CHINA MUTUAL S.S. CO., LTD.

AND

AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

S.S. "KNIGHT TEMPLAR" ... via Suez Canal ... 30th Mar.
S.S. "CITY OF ORAN" ... via Suez Canal ... 10th Apr.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONGKONG
HONGKONG and CANTON; REISS & Co., CANTON.

76

MESSAGERIES MARITIMES

SERVICES CONTRACTUELS

MAIL SERVICE UNDER CONTRACT WITH THE FRENCH GOVERNMENT
DESTINATIONS. STRAITS & DISPLACEMENT. SAILING DATES.SHANGHAI, KORE & YOKOHAMA ... "AMAZON" 11,000 ... On or about 31st Mar.
MARSEILLES, via HAI-PHONG, SAIGON, SINGAPORE, PENANG, COLOMBO, "PORTHOS" 20,000 ... On or about 14th April.
ANG, "AMBOISE" 15,000 ... On or about 6th April.
DJIBOUTI, SUZ, "CORDILLERE" 11,000 ... On or about 17th April.
& PORT SAID.

COMMERCIAL LINE

SHANGHAI & NORTH-ERN PORTS OF CHINA "COM. MAGES" 15,000 ... End of April.

ALSO SERVICE TO BORDEAUX, HAVRE, DUNKERK, & ANTWERP. (ON APPLICATION)

For further particulars, etc. apply to

CONSIGNATION—TRANSIT—REPRESENTATION.

A. JOHARD,

Acting Agent,

Queens Building.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fast in passenger service and excellent cuisine.

FOR

SWATOW, AMOY & FOOCHOW

AND RETURN

(Occupying 8 or 10 Days)

HAIKONG ... Capt. W. C. Patmore ... Thursday, Mar. 30th, at 1 p.m.
HAIKONG ... Capt. J. B. Thomson ... Sunday, 2nd Apr., at 11 a.m.

Arrival and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage apply to—

DOUGLAS LARRAIE & CO.
General Managers.P. & O. British India
Apcar and
Eastern & Australian
Lines

(COMPANIES Incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, OCEAN, INDIA, PERSIAN GULF, WEST INDIES,
MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING
NEW ZEALAND & QUEENSLAND PORTS, RED SEA,
EGYPT, EUROPE, EUROPE, ETC.PENINSULAR & ORIENTAL FORTNIGHTLY
DIRECT ROYAL MAIL STEAMERS.

(Under Contract with H.M. Government.)

S.S.	Tons	From Hongkong (approx.)	Destination
"DEVANHA"	8,092	29th Mar.	Marseilles, London & Antwerp
"SICILIA"	6,700	4th Apr.	Singapore, Colombo & Bombay
"NOVARA"	6,900	12th Apr.	Marseilles, London & Antwerp
"KALYAN"	8,987	28th Apr.	do.
"DUNYRA"	5,400	1st May	Singapore, Colombo & Bombay
"PLASSY"	7,846	10th May	Marseilles, London & Antwerp
"DONGOLA"	8,200	24th May	do.
"SICILIA"	6,700	2nd June	Singapore, Colombo & Bombay
"DELTA"	6,100	7th June	Marseilles, London & Antwerp
"KHVEER"	9,000	21st June	do.
"SOUDAN"	7,000	1st July	Singapore, Colombo & Bombay
"KASHMIR"	8,000	5th July	Marseilles, London & Antwerp
"KARMALA"	9,000	19th July	do.
"KASHGAR"	9,000	2nd Aug.	do.

BRITISH INDIA - APCAR SAILINGS

"TAKADA"	7,000	30th Mar.	(Singapore, Penang & Rangoon* with Transshipment at Singapore and Calcutta.)
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EASTERN & AUSTRALIAN SAILINGS (South)

"ARAFURA"	6,000	10th April calls Sandakan	(Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.)
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SAILINGS TO SHANGHAI & JAPAN.

"KALYAN"	8,000	29th Mar.	Shanghai, Moji and Kobe
"JAPAN"	8,000	2nd Apr.	Shanghai & Japan.
"ISMAILA"	8,000	31st Mar.	Japan
"COLABA"	8,000	4th Apr.	Amoy

* Passengers for Rangoon must defray their own Hotel expenses at Singapore while awaiting the carrying steamer.

† Cargo only.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

First Saloon Passengers may travel by B.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Colombo.
All Cabins are fitted with Electric Fans free of charge.
Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG

Agents.

O. S. K.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, HAMBURG, ROTTERDAM & ANTWERP—Monthly direct service via Singapore and Port Said.ALTAI MARU ... Saturday, 15th Apr.
BUENOS AIRES—RIO DE JANEIRO, SANTOS, DURBAN & CAPE TOWN via SINGAPORE, PASSENGER SERVICE
BOMBAY & COLOMBO. REGULAR FORTNIGHTLY SERVICE via SINGAPORE
"GANGES MARU" ... Monday, 4th April.
"HONOLULU MARU" ... Tuesday, 18th April.
DELI & BANGKOK via SAIGON & SINGAPORE
"KISHU MARU" ... Wednesday, 1st April.
CALCUTTA.—Fortnightly service via Singapore, Penang & Rangoon.VICTORIA, VANCOUVER, SEATTLE & TACOMA—
Via and Return—Taking cargo to OVERLAND ROUTE U.S.A. & CANADA
"ARABIA MARU" (Taking Passengers) ... Thursday, 6th April
NEW YORK via PANAMA in a regular monthly service via Japan Port, San Francisco, Panama and Colon Ports.
"AMUR MARU" ... Monday, 1st MayNEW ORLEANS LINE via SUZ.
"HAMBURG MARU" ... Sunday, 2nd Apr.
JAPAN PORTS—Kobe & Yokohama via Shanghai.
"AMAZON MARU" ... Wednesday, 5th April.KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers.
"KAIJO MARU" ... Sunday, 2nd April.
"AMAKUSA MARU" ... Sunday, 2nd April.TAKAO via SWATOW & AMOY
"SOSEU MARU" ... Thursday, 6th April.
Tel. No. 1050. Y. YASUDA, Manager.

PRINCE LINE FAR EAST SERVICE

Regular Sailings to Boston and/or New York by fast freight steamers.

For BOSTON and NEW YORK
S.S. "GAZEL PRINCE" ... 21st April.
For Freight and full particulars apply to—
FURNESS (FAR EAST) LIMITED
(Incorporated in Great Britain)
St. George's Building.

Telephone 2145.

Telegrams (Furness).

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION

For	Steamer	To Sail
SWATOW & SINGAPORE	"KYANGHONG"	On 29th Mar., 10 a.m.
SWATOW & BANGKOK	"PIN SAMUD"	On 29th Mar., 10 a.m.
SHANGHAI	"KWANGSE"	On 29th Mar., 4 p.m.
SHANGHAI	"SUICHANG"	On 31st Mar., 4 p.m.
SHANGHAI	"ICHANG"	On 1st Apr., 4 p.m.
SHANGHAI	"NINGPO"	On 1st Apr., 4 p.m.
SWATOW & BANGKOK	"PHAN SAMUD"	On 2nd Apr., 10 a.m.
TIENSIN	"HUICHOW"	On 2nd Apr., 4 p.m.
PAKHOT & HAIPHONG	"KAIFONG"	On 3rd Apr., 10 p.m.
SHANGHAI & TSINGTAO	"SHANTUNG"	On 3rd Apr., 4 p.m.
SHANGHAI & PUKOW	"YINGCHOW"	On 3rd Apr., 4 p.m.
AMOY, MANILA, CEBU & ILOILO	"TAMING"	On 3rd Apr., 4 p.m.
SWATOW & SHANGHAI	"SINKIANG"	On 4th Apr., 4 p.m.
WAIHAIWEI, CHEFOO & TIENSIN	"KUEICHOW"	On 8th Apr., 4 p.m.

SHANGHAI LINE—PASSENGER, MAILS and CARGO.
Excellent Saloon accommodation, and ships "Electric Fans" in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to Tientsin and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.BANGKOK LINE—Weekly service to and from Bangkok via SWATOW.
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SIBERIA MARU	10,000	—	Apr. 24th
TENYO MARU	10,000	—	May 7th
KOREA MARU	10,000	—	May 13th
SHINYO MARU	10,000	—	May 29th

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